

**ATTACHMENT D**

**FREEPORT MARKETPLACE (P03-018) INITIAL STUDY/MITIGATED  
NEGATIVE DECLARATION**



DEVELOPMENT SERVICES  
DEPARTMENT

**CITY OF SACRAMENTO**  
CALIFORNIA

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PLANNING DIVISION

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**MITIGATED NEGATIVE DECLARATION**

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish this Negative Declaration for the following described project:

**P03-018, Freeport Market Place** - The proposed project includes the development of 6.1 vacant acres with approximately 52,186 s.f. of commercial mixed use building area in the proposed Shopping Center (SC) zone within the Airport Meadowview Community Plan area. Specific entitlements include: **General Plan Amendment** of 6.1 acres from the Low Density Residential (4-15 du/na) to the Community/Neighborhood Commercial & Offices land use designation; **Community Plan Amendment** of 6.1 acres from the Residential 7-15 du/na to the Commercial land use designation; **Rezone** of 6.1 acres from the Single-family Alternative (R-1A) to the Shopping Center (SC) zone; **Tentative Map** to merge two parcels comprising 6.1 acres and then subdividing same into four parcels; **Special Permit** to construct and operate a drive-through facility; **Special Permit** to construct and operate a drive through facility; **Special Permit** to construct and operate a veterinarian clinic in the Shopping Center (SC) zone; **Plan Review** of an approximate 52,186 square foot commercial mixed use development in the Shopping Center (SC) zone.

The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento; and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Planning Division, 2101 Arena Boulevard, Sacramento, California 95814.

Environmental Services Manager, City of Sacramento,  
California, a municipal corporation

By: *Dana Miller, Senior Planner*

Date: *June 1, 2007*

**FREEMARKETPLACE (P03-018)**  
**INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION**  
**(REVISED AUGUST 27, 2007)**

This Initial Study has been required and prepared by the Development Services Department, 915 I Street, Sacramento, CA 95814, pursuant to Title 14, Section 15070 of the California Code of Regulations; and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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**ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into the following sections:

**SECTION I - BACKGROUND:** Page 2 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

**SECTION II - PROJECT DESCRIPTION:** Page 4 - Includes a detailed description of the Proposed Project.

**SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Page 8 - Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts," which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis in an Environmental Impact Report (EIR), 2) "Potentially Significant Impacts Unless Mitigated," which identifies impacts that could be mitigated to less than significant with implementation of mitigation measures, and 3) "Less Than Significant Impacts," which identifies impacts that would be less than significant and do not require the implementation of mitigation measures.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Page 59 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impact Unless Mitigated," as indicated in the Environmental Checklist.

**SECTION V - DETERMINATION:** Page 60 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, added environmental documentation may be required.

**REFERENCES CITED:** Page 61

**APPENDIX A:** Traffic Impact Analysis

## **SECTION I - BACKGROUND**

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File Number, Project Name: P03-018, Freeport Market Place

Project Location: Southeast corner at the intersection of Freeport Boulevard and Meadowview Road, in the Airport Meadowview Community Plan area of the City of Sacramento, Sacramento County (APN: 052-0010-079).

Project Applicant: Holloway, Rasmusson, Molondanof  
2200 L Street  
Sacramento, CA 95816  
(916) 447-7419

Project Planner: Kimberly Kaufmann-Brisby, Associate Planner  
Development Services Department  
City of Sacramento  
915 I Street, 3<sup>rd</sup> Floor  
Sacramento, CA 95814  
(916) 808-5590

Environmental Planner: Scott Johnson, Associate Planner  
Development Services Department  
City of Sacramento  
2101 Arena Blvd., Suite 200  
Sacramento, CA 95834  
(916) 808-5842

Date Initial Study Completed: May 30, 2007

### **INTRODUCTION**

The following Initial Study/Mitigated Negative Declaration was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The City of Sacramento is the Lead Agency for the preparation of this Mitigated Negative Declaration for the Freeport Market Place Project (P03-018) (proposed project).

The City determined that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project. This environmental review examines project effects which are identified as potentially significant effects on the environment or which may be substantially reduced or avoided by the adoption of revisions or conditions to the design of project specific features. It is believed at this time that the project will not result in potentially significant impacts, with the application of appropriate mitigation measures. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

This analysis is incorporating by reference the general discussion portions of earlier environmental documents (CEQA Guidelines Section 15150(a)). These documents are

available for public review at the City of Sacramento, Development Services Department, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834.

Section 15130 (d) of the CEQA Guidelines state that, "No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in 15152(f)(1), in a certified EIR for the plan."

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the close of the 30-day review period as listed in the Notice of Availability/Intent (July 6, 2007)

Please send written responses to:

Scott Johnson, Associate Planner  
Development Services Department  
City of Sacramento  
2101 Arena Boulevard, Suite 200  
Sacramento, CA 95834  
FAX (916) 566-3968  
srjohnson@cityofsacramento.org

## **SECTION II - PROJECT DESCRIPTION**

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### **PROJECT LOCATION**

The project site is located on the southeast corner at the intersection of Freeport Boulevard and Meadowview Road, in the Airport Meadowview Community Plan area of the City of Sacramento, Sacramento County (APN: 052-0010-077 and -079)(See Figure 1).

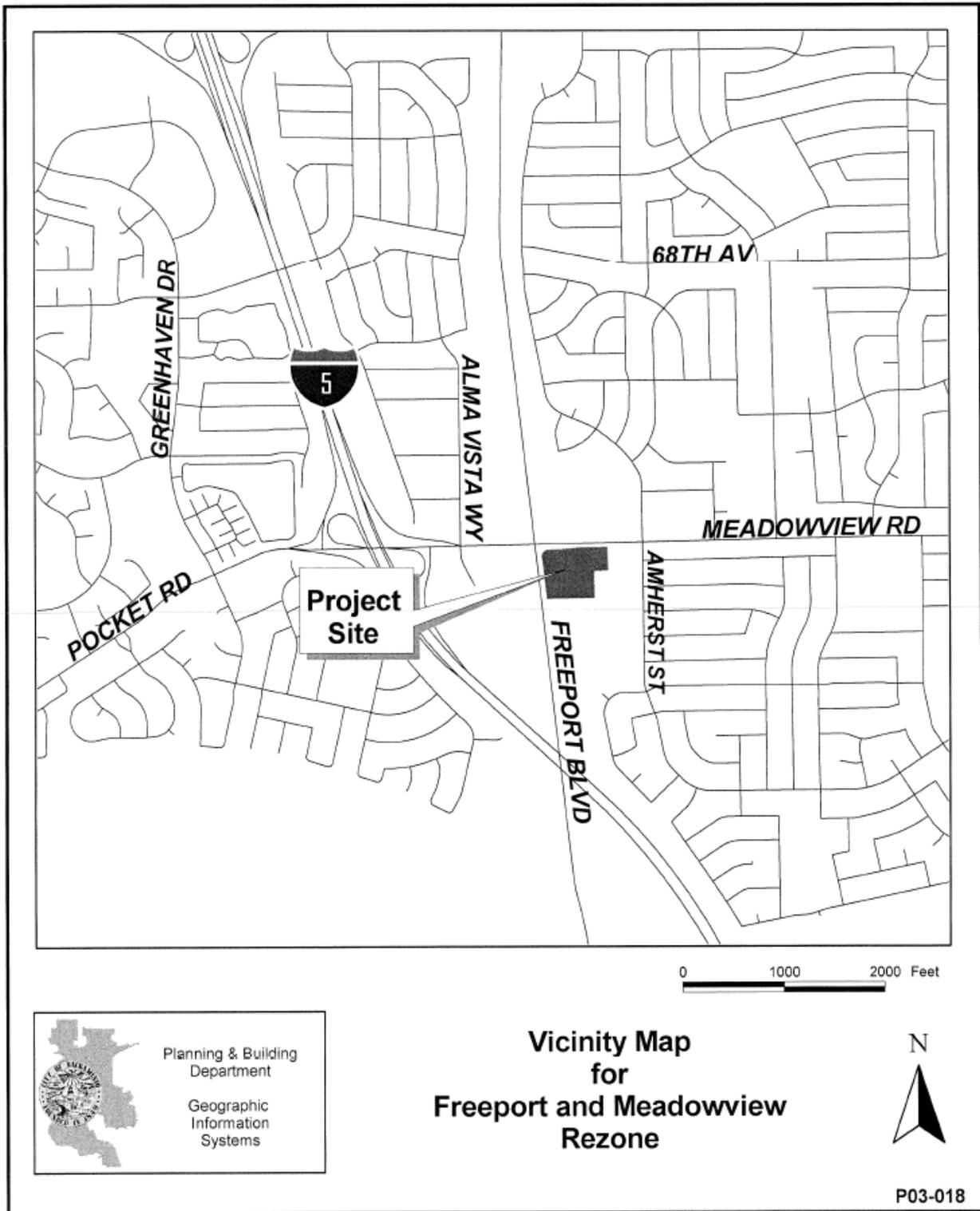
### **PROJECT BACKGROUND, PURPOSE AND DESCRIPTION**

The subject site is currently vacant and undeveloped. The Applicant proposes to rezone the property located on the southeast corner at the intersection of Meadowview Road and Freeport Boulevard to allow community and neighborhood serving retail in the growing region.

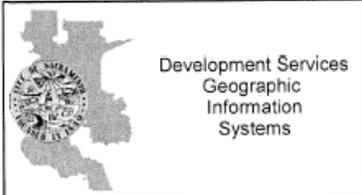
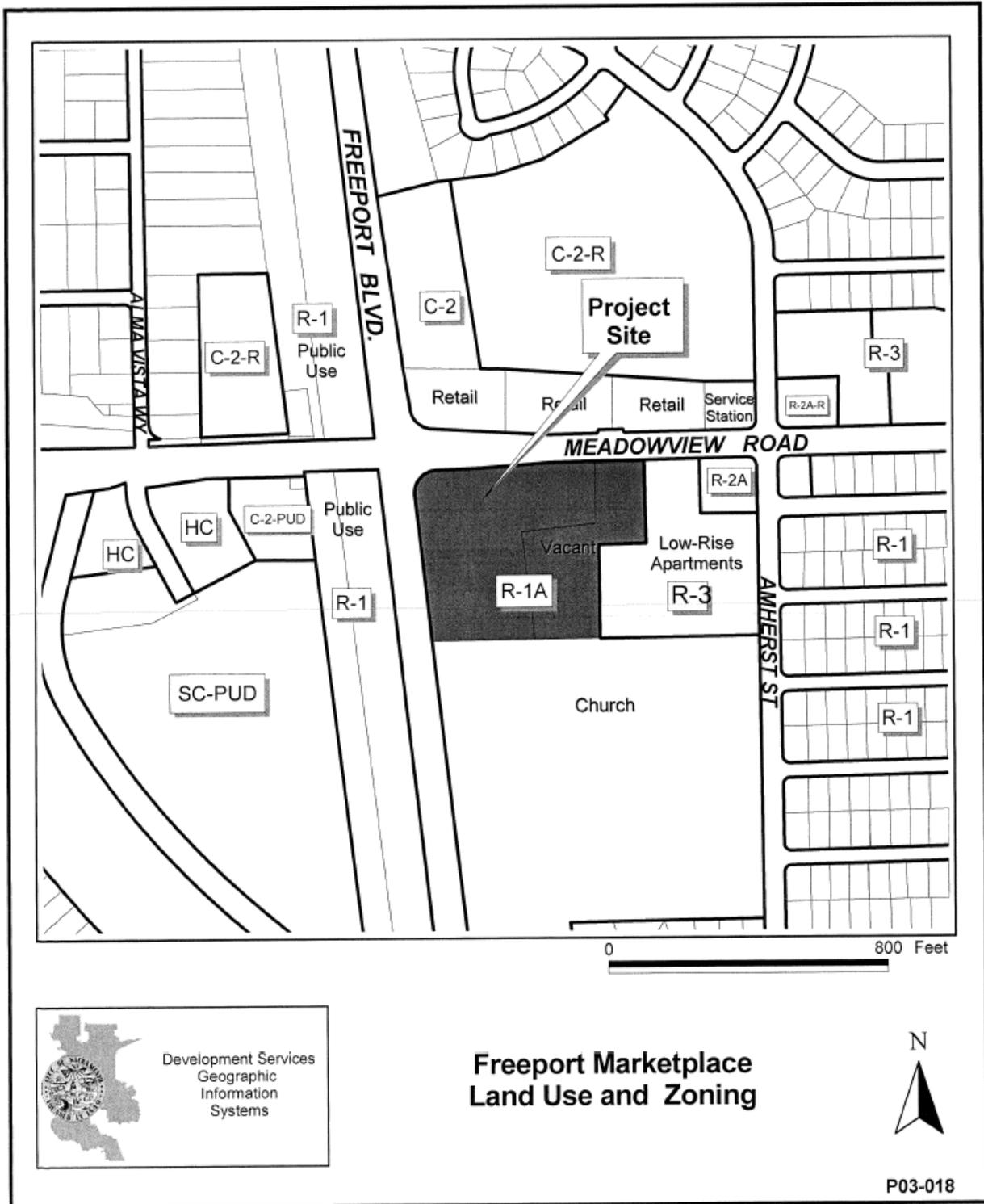
The proposed project includes the development of four commercial buildings including a 17,272 sf drugstore, a 3,177 sf fast food restaurant, a 5,952 sf retail space (possible sit down restaurant), and a 25,785 sf veterinary clinic on 6.1 vacant acres for a total of approximately 52,186 s.f. of commercial mixed use buildings in the proposed Shopping Center (SC) zone within the Airport Meadowview Community Plan area. Specific entitlements include:

- **General Plan Amendment** of 6.1 acres from the Low Density Residential (4-15 du/na) to the Community/Neighborhood Commercial & Offices land use designation;
- **Community Plan Amendment** of 6.1 acres from the Residential 7-15 du/na to the Commercial land use designation;
- **Rezone** of 6.1 acres from the Single-family Alternative (R-1A) to the Shopping Center (SC) zone;
- **Tentative Map** to merge two parcels comprising 6.1 acres and then subdividing same into four parcels;
- **Special Permit** to construct and operate a drive-through facility;
- **Special Permit** to construct and operate a drive through facility;
- **Variance to modify the required vehicle stacking distance for a drive-through facility;**
- **Special Permit** to construct and operate a veterinarian clinic in the Shopping Center (SC) zone;
- **Variance to waive a portion of a required masonry wall separating commercial and residential uses;**
- **Plan Review** of an approximate 52,186 square foot commercial mixed use development in the Shopping Center (SC) zone.

**Figure 1, Vicinity Map**



**Figure 2, Land Use & Zoning Map**



**Freeport Marketplace  
Land Use and Zoning**



P03-018



## SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
1. <u>LAND USE</u> <i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			✓
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			✓

### ENVIRONMENTAL SETTING

The project site is located within the Airport Meadowview Community Plan area which covers the southern and western portion of the City of Sacramento. The Community Plan area is bounded roughly by Union Pacific Railroad and Freeport Boulevard on the west, a drainage canal parallel to Fruitridge Road on the north, the Union Pacific Railroad on the east, and Morrison Creek on the South. The northern portion of the plan area consists of the Sacramento County Executive Airport and limited residential and commercial development. Residential structures dominate the plan area from south of the airport to just past Meadowview Road. South of Meadowview Road, the area is intermixed with industrial and/or commercial zones and future residential zones. The City of Sacramento General Plan identifies the site as Low Density Residential (4-15 du/na). The Airport Meadowview Community Plan identifies the site as Residential 7-15 du/na. The site is zoned Single-Family Alternative (R-1A).

The project site is presently vacant. The site to the north is comprised of commercial land uses. Sites to the west consist of vacant undeveloped land and some commercial uses. The land directly adjacent to the east consists of multi-family residential. To the south of the project site is some vacant land and the Antioch Baptist Church complex.

### STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, an impact is considered significant if the project would substantially alter an approved land use plan that would result in a physical change to the environment. Impacts to the physical environment resulting from the proposed project are discussed in subsequent sections of this document.

### ANSWERS TO CHECKLIST QUESTIONS

#### QUESTIONS A AND B

The proposed project consists of a General Plan Amendment from Low Density Residential (4-15 du/na) to Community/Neighborhood Commercial & Offices; a Community Plan Amendment

from Residential (7-15 du/na) to Commercial; and a Rezone from Single-family Alternative (R-1A) to the Shopping Center (SC) zone for the subject site. The City is currently in the process of updating the General and Community Plans. The subject site is proposed to be redesignated to a mixed use designation. The site is considered as part of the Freeport Corridor. The concept for the site is mixed use - a mix of residential, office, commercial or single residential, office, or commercial. Development of the proposed project would provide a mix of commercial retail and restaurant uses with a veterinary clinic. Therefore, the uses are consistent with the anticipated General Plan and Community Plan land use designations and the impacts associated with land use would be less-than-significant.

The project site is not currently in agricultural use. Therefore, a less-than-significant impact on land use would occur.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in less than significant land use impacts.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>2. POPULATION AND HOUSING</b>			
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			✓
B) Displace existing housing, especially affordable housing?			✓

**ENVIRONMENTAL SETTING**

According to the U. S. Census Bureau, the population of Sacramento, as of 2004 was 454,330. The U.S. Census Bureau 2003 Demographic Characteristics indicate that the average number of occupants per household is 2.49.

The City has adopted Smart Growth Principles that include (but are not limited to): Mix land uses and support vibrant city centers; Create a range of housing opportunities and choices; Foster walkable, close-knit neighborhoods; and Concentrate growth and investment in existing communities.

**STANDARDS OF SIGNIFICANCE**

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

**ANSWERS TO CHECKLIST QUESTIONS**

**QUESTION A**

The proposed project would result in a redesignation of the land use from residential uses to commercial uses. Additionally, the site would be rezoned for commercial uses. No residential development would occur as a result of the proposed project. Development would be consistent with these proposed uses and would not induce substantial growth to the area. The project would be designed to serve the existing residential development that currently exists or is planned for. Therefore, the project would have a less-than-significant impact on population and housing growth.

**QUESTION B**

The project site is presently vacant and undeveloped, there is no existing housing on site, so the development of the project will not displace any existing housing. The project will result in a

redesignation of 6.1 acres of land zoned for residential to commercial uses. Under the existing community plan designation the site has the potential to contain 42 to 91 dwelling units (Residential 7-15 du/ac Airport Meadowview Community Plan designation). The loss of a potential 91 dwelling units is not significant loss of housing as the site is presently vacant and undeveloped. The direction of the planning updates proposes to redesignate the subject site to a mixed use land use designation. Therefore, the project will not displace any existing housing and impacts to existing housing would be less than significant.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in less than significant impacts to population and housing.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>3. SEISMICITY, SOILS, AND GEOLOGY</b></p>			
<p>Would the proposal result in or expose people to potential impacts involving:</p>			
<p>A) Seismic hazards?</p>			✓
<p>B) Erosion, changes in topography or unstable soil conditions?</p>			✓
<p>C) Subsidence of land (groundwater pumping or dewatering)?</p>			✓
<p>D) Unique geologic or physical features?</p>			✓

**ENVIRONMENTAL SETTING**

*Seismicity.* The Sacramento General Plan Update (SGPU) Draft Environmental Impact Report (DEIR) identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli scale (SGPU DEIR, 1987, T-16). No active or potentially active faults are known to cross within close proximity to the project site.

*Topography.* Terrain in the City of Sacramento features very little relief (SGPU, DEIR, 1987, T-3). The potential for slope instability within the City of Sacramento is minor due to the relatively flat topography of the area.

*Regional Geology.* The surface geology of the project site consists of a mixture of Pleistocene Alluvium (Victor Formation) and Holocene Floodplain Deposits. The Victor Formation forms a broad plain between the Sacramento River and the foothills of the Sierra Nevada mountains (SGPU DEIR, T-1). It is a complex mixture of consolidated, ancient river-borne sediments of all textures (SGPU DEIR, T-1). Weathering subsequent to formation during the Ice Ages has typically caused a hardpan layer to develop near the surface, generally allowing only a moderate-to-low rate of rainwater infiltration (SGPU DEIR, T-1). Holocene floodplain deposits contain unconsolidated sands, silts, and clays formed from flooding of the American and Sacramento Rivers. These deposits range from moderately to highly permeable and are distributed in proximity to the present-day river channels

The subject site is located in on the boundary of two different soil types. The two soil types identified according to the Soil Survey of Sacramento County, California General Soil Map and the SGPU DEIR include: San Joaquin-Galt, which are moderately deep, well-drained soils that are underlain by a cemented hardpan and moderately well-drained soils that have a clayey texture; and Egbert-Valpac that consist of very deep, somewhat poorly and poorly-drained soils that have a high water table throughout the year and a seasonal high water table, and are protected by

levees (SGPU DEIR, Page T-4,5).

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

### **ANSWERS TO CHECKLIST QUESTIONS**

#### **QUESTION A**

Because no active or potentially active faults are known in the project area; the proposed project would not be subject to the rupture of a known earthquake fault.

However, due to the seismicity in the region, people and property on the site could be subject to seismic hazards, such as groundshaking, liquefaction, and settlement, which could result in damage or failure of components of the proposed project. This seismic activity could disrupt utility service due to damage or destruction of infrastructure, resulting in unsanitary or unhealthful conditions or possible fires or explosion from damaged natural gas lines.

Compliance with the California Uniform Building Code (Title 24) would minimize the potential for adverse effects on people and property due to seismic activity by requiring the use of earthquake protection standards in construction. Prior to construction, the project applicant must demonstrate to the City that the site, infrastructure, and building designs for the proposed project comply with all required regulations and standards pertaining to seismic hazards, including the inclusion of the recommendations from the geotechnical study.

Implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the proposed project site related to groundshaking or secondary seismic hazards. Therefore, the impacts due to seismic activity would be less than significant and no mitigation is required.

#### **QUESTION B**

The project would not involve significant changes in topography. Erosion may occur as a result of grading, since soils are especially prone to erosion from storm water runoff that occurs during or immediately after construction. All grading and erosion control shall be conducted in compliance with the requirements of the Sacramento City Code to prevent erosion of soils during construction (Ordinance 15.88.250). This Ordinance requires the project applicant to show erosion and sediment control methods on the improvement plans. These plans also show the methods to control urban runoff pollution from the project site during construction. In addition, the majority of the proposed project site will be built, landscaped, and paved upon completion of the project, which will help prevent erosion.

#### **QUESTIONS C AND D**

According to the SGPU DEIR, no significant subsidence of land has occurred within the City of Sacramento (T-13). State regulations and standards related to geotechnical considerations are

reflected in the Sacramento City Code. Construction and design would be required to comply with the latest City-adopted code at the time of construction, including the Uniform Building Code. The code would require construction and design of buildings to meet standards that would reduce risks associated with subsidence or liquefaction. In addition, the proposed project does not include below-grade features, such as basements, which would require extensive excavation and; therefore, construction of the proposed project is not anticipated to require groundwater pumping or dewatering. Any dewatering activities associated with the proposed project must comply with application requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) to ensure that such activities would not result in substantial changes in groundwater flow or quality. Therefore, compliance with the RWQCB requirements would ensure a less than significant impact and no mitigation is required.

There are no recognized unique geologic features or physical features that would be impacted by the construction of the proposed project. Therefore, related impacts on area soils and earth conditions are anticipated to be less than significant.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in less than significant impacts to geology, soils and seismicity.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>4. WATER</b>                      Would the proposal result in or expose people to potential impacts involving:</p> <p>A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling &amp; storage, delivery areas, etc.)?</p>			✓
<p>B) Exposure of people or property to water related hazards such as flooding?</p>			✓
<p>C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?</p>			✓
<p>D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?</p>			✓
<p>E) Changes in currents, or the course or direction of water movements?</p>			✓
<p>F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?</p>			✓
<p>G) Altered direction or rate of flow of groundwater?</p>			✓
<p>H) Impacts to groundwater quality?</p>			✓

**ENVIRONMENTAL SETTING**

*Surface Water/Drainage.* The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. Surface inflows to the east of the City Limits and deep percolation of precipitation and surface water applied to irrigated crop land recharge the aquifer system. There is a 12-inch storm drainage main in Meadowview road that increases to an 18-inch main as it travels east of the project site. There is an existing 12-inch water distribution main and an 18-inch and 30-inch water transmission main in Meadowview Road. No connection is allowed to the existing 18-inch and 30-inch water transmission main in Meadowview Road.

*Water Quality.* The majority of the City's municipal water is received from the American and Sacramento Rivers. The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality also, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

- The City of Sacramento has obtained a municipal stormwater NPDES permit from the State Water Resources Control Board (SWRCB) under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act (CWA). The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the permittee to employ BMPs before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation and prevent pollutants such as oil and grease from entering the stormwater drains. BMPs are approved by the Department of Utilities prior to construction (the BMP document is available for review from the Department of Utilities, Engineering Services Division, 1395 35<sup>th</sup> Avenue, Sacramento, CA).

*Flooding.* The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineates flood hazard zones for communities. The project site is currently within the "Zone Shaded X" flood zone, as specified in a February 21, 2007 Letter of Map Revision (LOMR) to the City's Flood Insurance Rate Map (FIRM). This zone is applied to areas of 500-year flood: areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

*Groundwater.* The City of Sacramento is located within the South American Groundwater Subbasin, part of the large Sacramento Valley Groundwater Basin. Various geologic formations comprise the water-bearing deposits in the basin. Groundwater occurs in unconfined to semi-confined states throughout the subbasins. The degree of confinement typically increases with depth below the ground surface. Groundwater in the upper aquifer formations is typically unconfined. In general groundwater levels in the vicinity of the City of Sacramento have been reported to be stable, fluctuating less than 10 feet since the 1970's (CA Dept of Water Resources, 2004).

**STANDARDS OF SIGNIFICANCE**

*Water Quality.* For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

*Flooding.* For purposes of this environmental document, an impact is considered significant if the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

**ANSWERS TO CHECKLIST QUESTIONS****QUESTION A**

The proposed project would result in the covering of approximately 6.12 acres of vacant land with urban uses. The hardscape associated with the project will increase the amount of surface runoff on the project site. Prior to submittal of improvement plans, a drainage study is required and shall be approved by the Department of Utilities (DOU). The applicant shall use the Storm Water Management Model (SWMM) for this project to size the drainage pipes and to determine the amount of detention volume is required within oversized pipes and/or within the street section prior to overland release. The drainage system shall connect to the existing public system in Freeport Boulevard. On site detention may be required based upon results of the drainage study.

The existing drainage infrastructure in the project vicinity includes a 12-inch drain (increasing to an 18-inch drain) in Meadowview Road just north of the project site. The City requires that the on-site surface drainage system be connected to the street drainage system by means of a storm service tap. All on site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the City's Design and Procedures Manual). The City is also requiring, as a condition of approval, that the applicant submit a grading plan that shows existing/proposed elevations, and adjacent off-site topography to the extent necessary to determine impacts to existing drainage paths. No grading will be allowed by the City until the grading plan has been reviewed and approved by the City's Department of Utilities.

Onsite drainage will be allowed to enter the drainage system as capacity becomes available, or detention basin may be constructed which will provide capacity for surplus drainage when the existing system exceeds capacity. The existing drainage capacity and design features of the project are not expected to expose people to impacts involving changes in absorption rates, drainage patterns, or the rate and amount of surface runoff. Therefore, impacts relating to changes in absorption rates and drainage patterns will be less than significant.

**QUESTION B**

As stated above, the project is located in the Shaded X flood zone. This is a zone designated as areas to be protected from 100-year flood by Federal protection system under construction; no base flood elevations determined. This zone requires that new development provides an agreement regarding the risks of flooding on the property. Therefore, the proposed project will have a less than significant impact for exposure of people to water hazards, such as flooding.

**QUESTIONS C, D, AND E**

Construction related activities such as demolition, grading, trenching, paving, and landscaping have the potential to impact water quality. These activities have the potential to increase sediment loads in runoff that would enter the storm drainage system. The degree of construction related impacts to water quality are partially determined by the duration of the various construction activities and rainfall distribution. Due to low summer rainfall, summer construction activities would decrease the sediment and other pollutant levels that may impact water quality. Fuel, oil, grease, solvents, and other chemicals used in construction activities have the potential to create toxicity problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes.

Additionally, the applicant/developer would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Code 15.88.250). This ordinance requires the applicant to prepare erosion and sediment control plans during construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction. Storm drain maintenance is required at all drain inlets. On-site treatment control measures are also required.

During construction, sediment may contribute to runoff. However, the proposed project is required to comply with the City's Grading, Erosion and Sediment Control Ordinance as described above. Because the project is required to comply with the City's ordinances, the project impacts to water quality is anticipated to be less-than-significant.

Additionally, development of the site would be required to comply with regulations involving the control of pollution in stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) program (Section 402(p), Clean Water Act). The City has obtained a NPDES permit from the State Water Resources Control Board (SWRCB) under the requirements of the U.S. Environmental Protection Agency (USEPA) and Section 402 of the Clean Water Act. The regulations, which apply to a new construction projects affecting more than one acre that would not involve dredging and filling of wetlands, are administered by the SWRCB on behalf of the USEPA. Under the program, the developer would file a Notice of Intent with the SWRCB to obtain a General Construction Activity Storm Water Permit prior to construction of the proposed project.

Since the development work area is greater than one acre, the developer would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which would include information on runoff, erosion control measures to be employed, and any toxic substances to be used during construction activities. Surface runoff and drainage would be handled on site. Potential for erosion due to surface water flow would be primarily limited to embankment slopes and areas disturbed by grading during construction. Short-term, construction-related, erosion control would be readily available by means of Best Management Practices (BMPs) (e.g., use of erosion control barriers, synthetic slope covers, hydroseeding, etc.). Under the City's general NPDES stormwater permit, BMPs are required before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation and prevent pollutants such as oil and grease from entering the stormwater drains. BMPs are approved by the Department of Utilities prior to construction. Long-term erosion control, particularly for embankment slopes, would be available by means of establishing vegetation and controlling surface water flow (e.g., use of crown ditches, paved downdrains, vegetated swales, water quality basins, etc.).

The SWRCB requires that the best available technology that is economically achievable, and best conventional pollutant control technology be used to reduce pollutants. These features would be discussed in the SWPPP. A monitoring program would be implemented to evaluate the effectiveness of the measures included in the SWPPP. The RWQCB may review the final drainage plans for the project components.

Compliance with all applicable regulatory requirements, designed to maintain and improve water quality from development activities, the proposed project is anticipated to have a less-than-significant impact on drainage and water quality.

#### **QUESTIONS F, G AND H**

The proposed project is not expected to involve substantial excavation or trenching that would impact groundwater. However, in the event that dewatering activities are required, these could result in a short-term change in the quantity of groundwater and/or direction of rate of flow, and groundwater quality. Any dewatering activities associated with the proposed project must comply with application requirements established by the Central Valley Regional Water Quality Control Board to ensure that such activities would not result in substantial changes in groundwater flow or quality. Therefore, the proposed project would have a less than significant impact on groundwater.

#### **MITIGATION MEASURES**

No mitigation measures are required.

#### **FINDINGS**

The proposed project will have a less than significant impact on water resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>5. AIR QUALITY</b>			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?			✓
B) Exposure of sensitive receptors to pollutants?			✓
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓

**ENVIRONMENTAL SETTING**

The project area is located in the Sacramento Valley Air Basin (SVAB), which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the project area originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straits. These marine breezes diminish during the winter months, and winds from the north occur more frequently at this time. Air quality within the project area and surrounding region is largely influenced by urban emission sources.

The SVAB is subject to federal, state, and local air quality regulations under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. As there are minimal industrial emissions, urban emission sources originate primarily from automobiles. Home fireplaces also contribute a significant portion of the air pollutants, particularly during the winter months. Air quality hazards are caused primarily by carbon monoxide (CO), particulate matter (PM<sub>10</sub>), and ozone, primarily as a result of motor vehicles. In 1998, the Sacramento area was within California Environmental Protection Agency attainment standards for all pollutants except ozone, which exceeded state standards on 42 days of the year. The SVAB is considered to be in attainment for PM<sub>10</sub>, as it has not exceeded state or federal standards since 1991 (California Air Resources Board, 1999). The project would be required to comply with the SMAQMD District Rules, including but not limited to Rule 403 (Fugitive Dust) and Rule 442 (Architectural Coatings).

**STANDARDS OF SIGNIFICANCE**

The SMAQMD adopted the following thresholds of significance in 2002:

*Ozone and Particulate Matter.* An increase of nitrogen oxides (NO<sub>x</sub>) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NO<sub>x</sub>) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM<sub>10</sub> is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM<sub>10</sub>, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO<sub>x</sub> thresholds, it can be assumed that the project is below the PM<sub>10</sub> threshold as well (SMAQMD, 2004).

*Carbon Monoxide.* The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

## **ANSWERS TO CHECKLIST QUESTIONS**

### **QUESTION A**

In order to assess whether mobile source emissions for ozone precursor pollutants (NO<sub>x</sub> and ROG), PM<sub>10</sub> and CO are likely to exceed the standards of significance due to operation of the project once completed, an initial project screening was performed using Table 4.2 in the SMAQMD's Guide to Air Quality Assessment (July 2004). This table provides project sizes for land use types which, based on default assumptions for modeling inputs using the URBEMIS 2002 model, are likely to result in mobile source emissions of NO<sub>x</sub> exceeding the SMAQMD thresholds of significance. For projects approaching or exceeding the project sizes indicated in the table, a more detailed analysis is required. Those projects that do not approach or exceed the sizes in the table can be conservatively assumed not to be associated with significant emissions of NO<sub>x</sub>, ROG, PM<sub>10</sub> and CO.

Based upon the proposed mix of commercial uses at the subject site, URBEMIS 2002 for Windows 8.7.0 model was used to calculate estimated emissions from development of the proposed project.

*Project-Related Construction Impacts:* The URBEMIS 2002 8.7.0 model was used to calculate estimated emissions for the construction of the proposed project. Based on the uses identified on the site plan the following land uses in the URBEMIS model were selected to address estimate emissions from the proposed project. The selected uses included fast food restaurant with drive thru, a high turnover sit-down restaurant, a pharmacy/drugstore with drive thru, and medical office building. As a result, the estimated unmitigated NO<sub>x</sub> emissions using the URBEMIS 2002 model were calculated to be as high as approximately 28.57 lbs/day in 2007 and 41.61 lbs/day in 2008, which is well below the 85 lbs/day threshold. Therefore, impacts associated to construction emissions would be less than significant.

Additionally, construction activities would be required to comply with SMAQMD's Rule 403 on Fugitive Dust, which states that a person shall take every reasonable precaution not to cause or

allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation.

Operational Impacts: As stated above, the URBEMIS 2002 8.7.0 model was used to estimate emissions from the proposed project and fast food restaurant with drive thru, a high turnover sit-down restaurant, a pharmacy/drugstore with drive thru, and medical office building land uses were selected in the model to run the estimates. Results of the URBEMIS 2002 8.7.0 model run showed that the estimated operational emissions would be approximately 23.15 lbs/day of reactive organic gases (ROG) and 30.79 lbs/day of NO<sub>x</sub>, which are both well below the threshold of 65 lbs/day for both ROG and NO<sub>x</sub>.

Because operation of the proposed project has not been estimated to exceed thresholds of criteria pollutants, and because construction of the proposed project is anticipated to comply with SMAQMD Rules including but not limited to Rule 403 (Fugitive Dust) and Rule 442 (Architectural Coatings), the proposed project would result in a less-than-significant impact related to short and long term emissions.

#### **QUESTIONS B AND D**

Land uses such as schools, hospitals, residences and convalescent homes are considered to be relatively sensitive to poor air quality. Adjacent sensitive receptors in the vicinity include residential uses to the east of the project site. The proposed project is the development of commercial uses. Both construction and operational project emissions of NO<sub>x</sub>, ROG, PM10 and CO are anticipated to be less than significant, and therefore it is not expected that concentrations will exceed any standards for sensitive receptors. The California Air Resources Board (CARB) has published a document entitled Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), which provides information to local jurisdictions on the potential health effects of locating sensitive uses adjacent to certain sources of air pollution, including freeways. The CARB recommends that local agencies avoid approving new sensitive uses within 500 feet of a freeway in order to reduce potential health impacts; CARB did not establish a standard of significance for mobile Toxic Air Contaminants (TAC) against which a development project could be evaluated.

While the Handbook provides guidance to local agencies and the public on planning issues, neither the CARB nor the SMAQMD have developed a threshold of significance for TAC from mobile sources. The Air Quality and Land Use Handbook identifies various steps in the land use approval process in which such concerns can be addressed. These include General Plan policies, zoning standards, as well as the environmental review process. The issue of siting residential land uses in the proximity of a freeway is recognized by the CARB as being a planning policy issue as well as an issue that may be evaluated in the CEQA process. The subject project is located over 1,000 feet away from the Interstate 5 freeway outside of the recommendation of the CARB and consists of commercial type uses, which are not considered sensitive receptors.

The proposed project consists of the development of a veterinary clinic, a fast food restaurant with drive thru, a retail space, and a pharmacy/drugstore with drive thru, which are not expected to emit substantial objectionable odors. Construction equipment and materials may emit odors perceptible to residents within the project vicinity. However, any construction-related odors would be localized to the immediate vicinity of construction operations, and would be temporary (occurring only during active construction). Therefore, the impact on sensitive receptors from pollutants and odor is considered less than significant.

**QUESTION C**

The project does not propose buildings of a height or mass that would cause alterations in climate. The land use proposed for the project would not result in changes to moisture or temperature in the project area. Any impacts would be considered less than significant.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

As discussed above, the proposed project would result in less than significant impacts to air quality.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>6. TRANSPORTATION/CIRCULATION</b>			
Would the proposal result in:			
A) Increased vehicle trips or traffic congestion?			✓
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
C) Inadequate emergency access or access to nearby uses?			✓
D) Insufficient parking capacity on-site or off-site?			✓
E) Hazards or barriers for pedestrians or bicyclists?			✓
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓
G) Rail, waterborne or air traffic impacts?			✓

**ENVIRONMENTAL SETTING**

The following Transportation and Circulation Section is based on the Freeport Marketplace Sacramento, California Traffic Impact Analysis prepared in 2007 by Kimley-Horn and Associates, Inc. for the City of Sacramento. The Traffic Impact Analysis report is attached as Appendix A

**Roadways**

*Interstate 5 (I-5)* is a north-south freeway located west of the project site. Through the project area, I-5 serves as a primary commute corridor between downtown Sacramento to the north and the City of Elk Grove to the south. Access to the project site from I-5 is provided at the Pocket Road/Meadowview Road interchange. Within the project area, I-5 currently serves approximately 103,500 vehicles per day (vpd) with three travel lanes in each direction.

*Pocket Road* is an east-west arterial roadway that parallels the Sacramento River and connects the Pocket Area of the City of Sacramento with I-5. East of I-5, Pocket Road becomes *Meadowview Road*. Meadowview Road is also an east-west arterial roadway that connects I-5 on the west with State Route (SR-99) via Mack Road on the east. Meadowview Road borders the northern boundary of the project site.

*Freeport Boulevard* is a north-south arterial roadway that borders the western boundary of the project site. Freeport Boulevard extends south of the project site to Freeport and other communities along the Sacramento River and becomes River Road (State Route 160). Freeport Boulevard extends to the north to downtown Sacramento. Adjacent to the project site, this roadway serves approximately 6,000 vpd with one travel lane in each direction.

*Amherst Street* is a minor, two-lane roadway that connects Florin Road to the north with Meadowview Road. Amherst Street extends south of Meadowview Road providing access residential land uses and the Antioch Progressive Church.

**Bicycle and Pedestrian Facilities**

The project area has existing bicycle and pedestrian facilities. Class II on-street bike lanes are located along Meadowview Road and Freeport Boulevard, north of Meadowview Road. Placement of bikeways is guided by the City's *Pedestrian Friendly Street Standards* (adopted in 2004) and the *2010 Sacramento City and County Bikeway Master Plan*. The *Pedestrian Friendly Street Standards* require bike lanes on all collector and arterial streets. The *Bikeway Master Plan* provides a framework for ensuring bikeways are connected and serve various areas of the City and County of Sacramento.

Sidewalks are currently located along both sides of Meadowview Road adjacent to the project site. There are no sidewalks along Freeport Boulevard, south of Meadowview Road.

**Transit Facilities**

The Sacramento Regional Transit District (RT) provides public transit service within the project area. There is one RT bus route in the immediate vicinity of the project site, Route 56. Route 56 traverses along Meadowview Road, providing service between the Pocket Transit Center, the Meadowview Light Rail Station, and the Cosumnes River Transit Center. Route 56 provides 30 minute service to the project site seven days a week with connectivity to light rail and transit centers.

**STANDARDS OF SIGNIFICANCE**

The following *Standards of Significance* have been established in assessing the impacts of proposed projects on the transportation facilities.

- Roadways:*
- (1). An impact is considered significant for roadways when the project causes the facility to degrade from LOS C or better to LOS D or worse.
  - (2). For facilities that are already worse than LOS C without the project, an impact is also considered significant if the project increases the v/c ratio by 0.02 or more on a roadway.

- Signalized and unsignalized Intersections:*
- (1). An impact to the intersections is considered significant if the Project causes the LOS of the intersections to degrade from LOS C or better to LOS D or worse.
  - (2). For intersections that are already operating at LOS D, E, or F without the Project, an impact is significant if the implementation of the Project increases the average delay by 5 seconds or more at an

intersection.

*Transit Facilities:* An impact is considered significant if the implementation of the project will cause one or more of the following:

- (1). The project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.
- (2). Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g., removes shelter, reduces park and ride).

*Bicycle Facilities:* An impact is considered significant if the implementation of the project will cause one or more of the following:

- (1). eliminate or adversely affect an existing bikeway facility in a way that discourages the bikeway use;
- (2). interfere with the implementation of a proposed bikeway;
- (3). result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

*Pedestrian Facilities:* An impact is considered significant if the project will adversely affect the existing pedestrian facility or will result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.

*Parking Facilities* A significant impact to parking would occur if the anticipated parking demand of the Project exceeds the available or planned parking supply for typical day conditions. However, the impact would not be significant if the Project is consistent with the parking requirements stipulated in the City Code.

## **ANSWERS TO CHECKLIST QUESTIONS**

### **QUESTION A**

The proposed project consists of approximately 6.12 acres that will be developed with an approximately 52,186 sf, 4 building commercial center. Development includes a 17,272± sf drug store/pharmacy with drive thru service, a 3,177± sf fast food restaurant with a drive-thru, 5,952± sf retail/restaurant use, and a 25,785± sf veterinary clinic. Access to the site will be provided via four driveways: two right-in, right-out driveways along Meadowview Road, and one right-in, right-out and one full access driveway along Freeport Boulevard. The proposed project would generate additional trips on the roadway network. Trip generation was estimated using the ITE's *Trip Generation, Seventh Edition*. The total number of additional trips estimated for the site is 3,492 daily trips with 85 trips occurring during the AM peak-hour and 211 occurring during the PM peak-hour.

*Intersections.* Under the baseline plus proposed project conditions the intersection of Meadowview Road at Freeport Boulevard would change from LOS C to LOS D during the PM peak-hour. This impact would be mitigated with the addition of a dedicated right-turn lane on the northbound approach. The northbound approach at the intersection of Meadowview Road at Freeport Boulevard would then include the one left-turn lane, two through lanes, and one right-turn lane. The addition of the right-turn lane results in LOS D during the PM peak-hour while minimizing the increase in average delay to less than 5 seconds reducing to this to a less than significant impact. Additionally, under cumulative (2025) conditions this same intersection would operate at LOS F during the PM peak-hour without the project and the project increases the average delay by five seconds for more resulting in a significant impact. This impact would be mitigated with the addition of the same dedicated right-turn lane on the northbound approach at Meadowview Rd. and Freeport Blvd. With the addition of this right-turn lane results in LOS E and F during the AM and PM peak-hours respectively, while reducing the average delay to below Cumulative conditions resulting in a less than significant impact.

*Roadway Segments.* The roadway segment of Freeport Boulevard south of the proposed project operates at LOS A with and without the project in baseline scenario and at LOS F in cumulative scenario (with and without the project). However, due to the fact that the addition of the project trips to either peak-hour does not cause an increase in volume to capacity (v/c) of 0.02 or greater, the project's impacts to roadway segments are considered to be less than significant.

*Freeway Mainline Segments.* Under the cumulative (2025) plus proposed project conditions each of the four I-5 freeway segments operate at LOS F during either the AM or PM peak-hour without the project. However, the freeway mainline segment analysis suggests that the project trips being added to the freeway spread over the peak hour time frame, and spread over 3 lanes on the freeway. These results are interpreted as representing a nominal change in flow rate and further suggests that the project has an immeasurable effect on freeway facilities. Therefore, the project's impact on freeway mainline facilities will be less than significant.

*Freeway Merge/Diverge Segments.* Under the cumulative (2025) plus proposed project conditions all of the freeway ramp junctions operate at LOS F during the either AM or PM peak-hours without the project. However, only the southbound I-5 freeway diverge to Pocket Road experiences a numeric increase in density during the PM peak-hour. Further, the freeway merge/diverge segment analysis suggests that the project trips being added to the ramp and freeway are spread over the peak hour time frame, and spread over 3 lanes on the freeway. These results are interpreted as representing a minimal change in density. This further suggests that the project has an immeasurable effect on freeway ramp junction facilities. Therefore, the project's impact on freeway merge/diverge facilities will be less than significant.

*Freeway Ramp Segments.* Under the cumulative (2025) plus proposed project conditions the southbound I-5 exit ramp to Pocket Road experiences a southbound left-turn queue that exceeds the available storage during the PM peak-hour, and the project increases the queue resulting in a potentially significant impact. This impact would be mitigated by retiming the signal to allocate more green time to the southbound approach. This signal timing modification is anticipated to reduce the vehicle queues on the ramp resulting in a less than significant impact.

## **MITIGATION MEASURES**

T-1 Provide and construct a dedicated right-turn lane on the northbound approach at the intersection of Meadowview Road at Freeport Boulevard to the satisfaction of the City of

Sacramento Development Services Department, Development Engineering Division. The project applicant shall revise the site plan and include the dedicated right-turn lane in the improvement plans.

- T-2 Modify the timing of the traffic signal at the southbound I-5 exit ramp to Pocket Road to allocate more green time to the southbound approach. The applicant/developer for the proposed project shall pay a fair share to recover the costs for the City's Traffic Operation Center monitoring and future retiming of this signal.

### **QUESTIONS B AND C**

The proposed project identifies four access driveways, including two right-in, right-out driveways on Meadowview Road and one right-in, right-out and one full access on Freeport Boulevard. Access to the site from Freeport Boulevard and Meadowview Road will require both on and off-site public improvements to be designed and constructed in accordance with the specifications in the City's Design Manual, to the satisfaction of the Development Engineering Division of the City's Development Services Department. In addition, the site will be required as a condition of approval by the Fire Department to provide adequate access for emergency vehicles. Upon project completion, the proposed project would not impair access by emergency vehicles or access to nearby uses. Therefore, the proposed project is anticipated to have a less than significant impact to public safety and emergency access.

### **QUESTION D**

Inadequate parking is not anticipated to result from the proposed project, as the project will be required to provide the required amount of parking pursuant to Section 17.64.020 of the City's Zoning Code requirements. The proposed project will consist of 218 parking spaces, which is above the most conservative amount of required parking. Using a commercial land use designation for the veterinary clinic at one space per 500 square feet, the subject site would need 173 spaces. Therefore, a less-than-significant parking impact is anticipated.

### **QUESTIONS E AND F**

The proposed project would not eliminate or adversely affect existing bicycle facilities in the immediate vicinity of the project site, or interfere with planned bikeways as identified in the *2010 Sacramento City and County Bikeway Master Plan*. It is anticipated that the project will be required to provide right-of-way for on street bikeways. Furthermore, the project is not anticipated to result in unsafe conditions for bicyclists. As such, the project's impacts to bicycle facilities are considered to be less than significant.

The proposed project is not anticipated to adversely affect the existing pedestrian facility or result in unsafe conditions for pedestrians. It is anticipated that the project will be required to add curb, gutter, and sidewalk, thus enhancing pedestrian facilities. As such, the project's impacts to pedestrian facilities are considered to be less than significant.

### **QUESTION G**

The project is across Freeport Boulevard from the old Southern Pacific Railroad (SPRR) line, which is not currently being utilized for rail operations. However, the California Department of Parks and Recreation may, at some time in the future as a State project, seek to reactivate this rail corridor for "historic excursions." The proposed project would not affect any potential future use of the rail corridor as it is located across Freeport Boulevard to the west of the project site.

Additionally, the project is not adjacent to any waterway or airport, and would not result in uses that would generate significant rail, waterborne or air traffic that exceed thresholds. The proposed project is located approximately 1.5 miles south of the Sacramento Executive Airport. However, the project site is located outside of the regulate Executive Airport Overlay zones identified in the City of Sacramento Zoning Code, Chapter 17.144. Additionally, the project does not consist of any high rise building that would have the potential to be considered as an obstruction. Therefore, the proposed project would result in a less than significant impact to these modes of transportation.

**FINDINGS**

With the implementation of the mitigation measures listed above, the proposed project would result in less than significant impacts related to transportation.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>7. BIOLOGICAL RESOURCES</b></p> <p>Would the proposal result in impacts to:</p>			
<p>A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?</p>		✓	
<p>B) Locally designated species (e.g., heritage or City street trees)?</p>		✓	
<p>C) Wetland habitat (e.g., marsh, riparian and vernal pool)?</p>			✓

**ENVIRONMENTAL SETTING**

Biological Resources Assessment SE Corner of Freeport Blvd. and Meadowview Road, Sacramento, CA. by Bruce D. Barnett, Ph.D.

The site is located on the southeastern corner of the intersection of Freeport Boulevard and Meadowview Road and is bordered along the west by Freeport Boulevard; along the north by Meadowview Road.; on the south by a vacant field; and on the east by a high-density residential development (i.e. apartment complex). The property comprises four separate parcels that have all been recently cleared of vegetation and disked.

The topography of the entire site is generally level and flat – ranging in elevation from 10-13 feet above mean sea level (msl) – and contains no drainages, topographically low areas, or other features that may constitute wetlands or “other waters of the U.S.”

The vacant site contains an assemblage of introduced, non-native herbaceous plant species associated with sites that undergo continuous disturbance regimes (e.g. plowing, grading, spraying, and mowing). There are a number of native Valley oak, along with other non-native trees, border the site to the east.

**REGULATORY SETTING**

Definitions of Special-Status Species

Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration. Some of these species receive specific legal protection pursuant to federal or state endangered species legislation. Others lack such legal protection, but have been characterized as "sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties,

cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report, following a convention that has developed in practice but has no official sanction. The various categories encompassed by the term are presented below:

- plants or animals listed or proposed for listing as threatened or endangered under the federal ESA (50 Code of Federal regulations [CFR] 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [FR] [proposed species]).
- plants or animals that are candidates for possible future listing as threatened or endangered under the federal ESA (61 FR 40, February 28, 1996);
- plants or animals designated as "special concern" (former C2 candidates) by Region 1 of the U.S. Fish and Wildlife Service (USFWS);
- plants or animals listed or proposed for listing by the State of California as threatened or endangered under the California ESA (14 California Code of Regulations [CCR] 670.5);
- plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.);
- plants that meet the definitions of rare and endangered under CEQA (State CEQA Guidelines, Section 15380);
- plants considered under the California Native Plant Society (CNPS) to be "rare, threatened or endangered in California" (Lists 1A, 1B, and 2 in CNPS 2001);
- plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in CNPS 2001), which may be included as special-status species on the basis of local significance or recent biological information;
- animal species of special concern to CDFG; and
- animals fully protected in California (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

#### **Migratory Bird Treaty Act (MBTA)**

The federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

#### **Wetlands/Waters of the United States**

The U.S. Army Corps of Engineers (ACOE) and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into jurisdictional Waters of the U.S., under Section 404 of the Clean Water Act. The term "Waters of the United States" is an encompassing term that includes "wetlands" and "Other Waters of the U.S." Wetlands have been defined for regulatory purposes as follows: "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in a saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Other Waters of the United States are seasonal or perennial water bodies, including lakes, stream channels, drainages, ponds, and other surface water features, that exhibit an ordinary high-water mark but lack positive indicators for one or more of the three wetland parameters (i.e.,

hydrophytic vegetation, hydric soil, and wetland hydrology)(33 CFR 328.4). There is one ephemeral roadside ditch that is divided into two segments by a culvert for a total of 0.010-acres of Other Waters of the United States. Filling of wetlands, drainages, and Other Waters of the United States requires various permits from regulatory agencies.

#### City and Heritage Trees

The City of Sacramento's tree ordinance (City Code Chapter 12.64) defines a City tree as any tree growing in a public street right-of-way. Any impacts to City trees require a permit from the Parks and Recreation Director. Heritage trees are defined as trees meeting any of the following conditions: any species with a trunk circumference of one hundred inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location for its species; any oak (*Quercus* species), California buckeye (*Aesculus californica*), or California Sycamore (*Platanus racemosa*) having a circumference of 36 inches or greater when a single trunk, or a cumulative circumference of 36 inches or greater when a multi-trunk; any tree 36 inches or greater in circumference or greater in a riparian zone; any tree, grove of trees, or woodland trees designated by resolution of the City Council to be of special historical or environmental value, or of significant community benefit. The riparian zone is measured from the centerline of the watercourse to 30 feet beyond the high water mark.

The City of Sacramento tree ordinance also states that none of the following activities shall be performed unless a permit therefore is first applied for by the property owner or person authorized by the property owner and granted by the Director of the Parks and Recreation Department, subject to appeal provisions.

- (1) The removal of any heritage tree.
- (2) Pruning of any heritage tree segment greater than twelve inches in circumference or the placement of any chemical or other deleterious substance by spray or otherwise on any heritage tree.
- (3) Disturbing the soil or placing any chemical or other deleterious substance or material on the soil within the drip line area of any heritage tree.

Abacus prepared an Arborist Report was prepared for the subject site on February 21, 2007. All of the trees were located, measured, and identified. The trees were tagged with identification, number of trunks, measurements of DBH (diameter at breast height, which is generally 4 feet, 6 inches off the ground) and canopy, field condition notes, recommended actions, and ratings for all of the trees.

#### **STANDARDS OF SIGNIFICANCE**

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code 12:64.040).

## ANSWERS TO CHECKLIST QUESTIONS

### QUESTION A

As discussed in the Biological Resources Assessment prepared for the subject site by Bruce Barnett, Ph.D., due to the increasing development surrounding the site along with the periodic disking for fire suppression, annual cultivation and/or landscape maintenance of the parcels comprising the project site, have created a relatively ecologically-sterile environment, providing only marginal (if any) habitat for local wildlife species. The trees along the eastern boundary of the site provide some nesting opportunity for resident and/or transient birds species. A single stick nest was observed in an oak tree in this area. Though no bird currently occupies this nest, it is likely that of a red-tailed hawk (*Buteo jamaicensis*) or a yellow-billed magpie (*Pica nuttalli*). A nesting survey during the appropriate season could identify whether the nest is in use and which species may occupy it. Therefore, the removal of this nest or construction near the nest may have a potentially significant impact on migratory bird species.

Though the project site is located within the known range of almost 20 special-status wildlife species, it generally does not support, nor provide any suitable habitat for any of them. No vernal pools or Mexican/blue elderberry shrubs (*Sambucus Mexicana*) exist on the property.

The project site lies within the known range of Swainson's hawk (*Buteo swainsoni*), which is fully protected under the Migratory Bird Treaty Act (MBTA), is a California threatened species, and a federal "species of concern." While this parcel may be viewed as potential foraging habitat for Swainson's hawk, the relatively small effective foraging acreage present on the parcels (i.e. approximately 6 acres) and the highly disturbed nature of the vegetation and soils on these parcels, it makes use of the property by the species unlikely. The nearest recorded Swainson's hawk nest is approximately one mile from the site along the Sacramento River, and there is significantly more appropriate (agricultural) foraging habitat for the birds in this area than at the project site. Additionally, the project is within the City's "urban limit" and preserving Swainson's hawk foraging habitat is effectively discouraged in this region. However, the California Department of Fish & Game (Staff Report, 1994) recommends mitigation for loss of Swainson's hawk foraging habitat on parcels greater than five (5) acres. No burrows of California burrowing owl were observed in the disked fields on the site.

### MITIGATION MEASURES

BR-1. Prior to issuance of grading permits, the project applicant/developer shall have a biologist conduct a pre-construction survey to determine whether the stick nest identified in the 19-inch valley oak (Tree #: 6421 in the Abacus report) is being used. If so, no removal of the nest tree or disturbance of the active nest should occur during the nesting season for the species using the nest (generally March through July).

BR-2a Prior to issuance of a grading permit, a pre-construction survey shall be completed by a qualified biologist, within 30 days prior to construction, to determine whether any Swainson's hawk nest trees will be removed on-site, or active Swainson's hawk nest sites occur within ½ mile of the development site. These surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee's (May 31, 2000) methodology or updated methodologies, as approved by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG), using experienced Swainson's hawk surveyors.

- 2b. If breeding Swainson's hawks (i.e. exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g. heavy equipment operation associated with construction) shall occur within ½ mile of an active nest between March 1 and September 15, or until a qualified biologist, with concurrence by CDFG, has determined that young have fledged or that the nest is no longer occupied. If the active nest site is located within ¼ mile of existing urban development, the no new disturbance zone can be limited to the ¼ mile versus the ½ mile.
- 2c. If construction or other project related activities which may cause nest abandonment or forced fledgling are proposed within the ¼ mile buffer zone, intensive monitoring (funded by the project sponsor) by a Department of Fish and Game approved raptor biologist will be required. Exact implementation of this measure will be based on specific site conditions.
- 2d. Trees on the site that need to be removed to accommodate construction shall be felled between September 15 and January 31, outside of the general nesting season for raptors and other birds. Alternately, a pre-construction survey for nesting birds shall be conducted prior to tree removal between February 1 and September 15. Temporal restrictions shall be determined by a qualified biologist.
- BR-3. Prior to issuance of grading permits, the project applicant shall be required to purchase compensatory Swainson's hawk foraging habitat credits for each developed acre, at the required ratio, from an approved mitigation bank, or develop other arrangements acceptable to and approved by the CDFG.

**QUESTION B**

As noted on the Abacus Arborist Report, thirty-three trees were identified as on the parcels to be developed or having a critical root zone (CRZ) or canopy coverage within the development area and are represented in Figure 4. Of the most importance are the native oaks (*Quercus* species), which are protected by the City's Heritage Tree Ordinance. Native oaks are easily damaged or destroyed by having the soil under the branched canopy disturbed or compacted. One tree on-site (#6412) is in poor condition.

The City of Sacramento, Urban Forest Services has reviewed the arborist report prepared for the subject site by Abacus and has determined that trees located off site are private. Tree and CRZ should be protected during the construction process. It is recommended that the developer provide a project arborist during construction. Removal of off site trees must be authorized by the respective property owners. Tree #6405, 6419, 6420, 6421, and 6422 shall be preserved on site and tree protection notes will be provided as conditions of approval. **The applicant has stated the intent preserve tree #6415, 6416 & 6417, which the City Arborist has reviewed and stated with the preservation of these trees, no mitigation would be required for removal of tree #6411 as the canopy provided by the preserved trees cannot be substituted for by new mitigation trees. However, if during development it is determined that they need to be removed, Tree #6411, 6415, and 6417 may be removed subject to the mitigation listed below (BR-4 thru BR-6).** The remaining trees located on site can be saved or removed at the developers discretion. With the implementation of the mitigation measures listed below, impacts to locally designated species will be less-than-significant.



**MITIGATION MEASURES**

- BR-4. **If Tree #'s 6415 and 6417 are removed**, prior to issuance of Certificate of Occupancy removal of Tree #6411, a 14-inch diameter-at-breast height (DBH) valley oak, shall require the planting of six (6) 24-inch box trees on the subject site.
- BR-5. **If Tree #'s 6415 and 6417 are removed**, prior to issuance of Certificate of Occupancy, removal of Tree #6415, a 14-inch DBH valley oak shall require the planting of six (6) 24-inch box trees on the subject site.
- BR-6. **If Tree #'s 6415 and 6417 are removed**, prior to issuance of Certificate of Occupancy, removal of Tree #6417, a 3 stemmed (18, 15, 9-inch DBH) valley oak, shall require the planting ten (10) 24-inch box trees on the subject site.

**QUESTION C**

The Biological Resources Assessment prepared by Bruce Barnett, Ph.D. identified that according to the parameters established in the 1987 U.S. Army Corps of Engineers Wetlands Manual, wetlands consist of areas that: (1) are dominated by hydrophytic plant species (i.e. those species adapted to growing in wetlands); (2) exhibit hydric soils (i.e., soils that are characterized by reduced conditions); and (3) exhibit appropriate wetland hydrology (i.e., evidence of short or long-term soil saturation or inundation). Areas demonstrating all three parameters (vegetation, soils, and hydrology) are under the regulatory jurisdiction of the Corps and/or the Regional Water Quality Control Board (RWQCB). There was no evidence of wetlands or "other waters" found within the project boundaries during the reconnaissance level survey of the site. Therefore, impacts to wetlands is less-than-significant.

**FINDINGS**

With the implementation of the mitigation measures listed above, impacts of the proposed project on biological resources would be less than significant.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
8. <u>ENERGY</u>			
Would the proposal result in impacts to:			
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

**ENVIRONMENTAL SETTING**

*Gas.* Gas service is supplied to the City of Sacramento and the project site by Pacific Gas and Electric (PG&E). PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements (PUEs).

*Electricity.* Electricity is supplied to the City of Sacramento and the project site by the Sacramento Municipal Utility District (SMUD). SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation powerplants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento. There is an existing SMUD 69 kV line on the north side of Meadowview Road. SMUD is also planning a 69kV line on the west side of Freerport Boulevard.

*Underground Service Alert (USA).* The City of Sacramento is a member of the USA one-call program. Under this program, the Contractor is required to notify the USA 48 hours in advance of performing excavation work. The developer has the responsibility for timely removal, relocation, or protection of any existing utility services located on the site of any construction project.

**STANDARDS OF SIGNIFICANCE**

*Gas Service.* A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

*Electrical Services.* A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

**ANSWERS TO CHECKLIST QUESTIONS****QUESTIONS A THROUGH C**

The SGPU DEIR anticipated that SMUD's existing facilities would generally be adequate to serve the electrical demand created by infill development (SGPU DEIR, R-8). In addition, PG&E anticipates no major problems in providing natural gas service to the SGPU area (SGPU DEIR, R-7). Therefore, operation of the project once completed would not represent a significant impact on power supplies, as it is consistent with urban uses in the adopted General Plan. No additional sources of gas or electricity would be required to serve the project site beyond what is currently available to SMUD and PG&E. As is standard with development SMUD and PG&E requests a 12.5 foot dedicated public utility easement for underground facilities and associate appurtenances adjacent to all public street rights of ways.

The proposed project is also required to meet State Building Energy Efficient Standards (Title 24) and will have energy conservation measures built into the project.

Therefore, the project's impact to energy sources is expected to be less than significant.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in less than significant impacts to energy resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><u>9. HAZARDS</u></p> <p><i>Would the proposal involve:</i></p>			
<p>A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?</p>			✓
<p>B) Possible interference with an emergency evacuation plan?</p>			✓
<p>C) The creation of any health hazard or potential health hazard?</p>			✓
<p>D) Exposure of people to existing sources of potential health hazards?</p>			✓
<p>E) Increased fire hazard in areas with flammable brush, grass, or trees?</p>			✓

**ENVIRONMENTAL SETTING**

*Physical Setting*

The subject site is vacant and consists primarily of weedy grasses. There were no visible observations of stained soil from a site visit and review of aerial photos. Review of the Meadow View Home Depot Project (P99-028) Phase I Environmental Site Assessment (Kennedy/Jenks, 1998) has shown that there have been spills at the intersection of Freeport Boulevard and Meadowview Road immediately northwest of the project site. In January 1988, motor oil was spilled at this intersection, and hydraulic oil was spilled in November 1988. Approximately 60 gallons of diesel fuel were spilled at this intersection in September 1989. Additionally, there is a gas station listed northwest of the site listed as National Gasoline listed as 1418 Meadowview Road, but the actual address is 1481 Meadowview Road. Three UST's were registered at this facility, and the site does not appear on the LUST database. According to the database report, there was a release of lacquer and paint thinner at that site in 1991.

Additionally, there is a gasoline station located approximately 0.25 miles to the west of the site at 8900 Pocket Road. Three underground storage tanks are listed as in service at this site. There had apparently been a release of gasoline at this site that was discovered in June 1997. The case is currently active, and the site is under investigation.

**STANDARD REGULATORY REQUIREMENTS**

Hazardous or contaminated materials may only be removed and disposed from the project site in accordance with the following provisions:

- A. All work is to be completed in accordance with the following regulations and requirements:
  1. Chapter 6.5, Division 20, California Health and Safety Code.
  2. California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials.
  3. City of Sacramento Building Code and the Uniform Building Code, 1994 edition.
- B. Coordination shall be made with the County of Sacramento Environmental Management Department, Hazardous Materials Division, and the necessary applications shall be filed.
- C. All hazardous materials shall be disposed of at an approved disposal site and shall only be hauled by a current California registered hazardous waste hauler using correct manifesting procedures and vehicles displaying a current Certificate of Compliance. The Contractor shall identify by name and address the site where toxic substances shall be disposed of. No payment for removal and disposal services shall be made without a valid certificate from the approved disposal site that the material was delivered.
- D. None of the aforementioned provisions shall be construed to relieve the Contractor from the Contractor's responsibility for the health and safety of all persons (including employees) and from the protection of property during the performance of the work. This requirement shall be applied continuously and not be limited to normal working hours.

**STANDARDS OF SIGNIFICANCE**

For the purposes of this document, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

**ANSWERS TO CHECKLIST QUESTIONS****QUESTIONS A AND C**

The proposed project involves the development of four commercial buildings including a 17,272 sf drugstore, a 3,177 sf fast food restaurant, a 5,952 sf retail space, and an approximate 25,785 sf veterinary clinic on 6.1 vacant acres. Construction of the proposed project may involve minor amounts of hazardous substances; however required compliance with Standard Regulatory Requirements indicated above would reduce any impacts to less than significant. Additionally, uses at the site may involve the storage of hazardous materials for cleaning, sterilization, and/or

other operating procedures. Storage, by a business, of any amount of hazardous materials over 55 gallons or 500 pounds requires the reporting to the Sacramento County Environmental Management Department for a permit and the development of a Hazardous Materials Plan. Any Medical waste generated by the veterinary clinic is subject to Section 117935 and 117960 of the California Health and Safety Code (HSC) and if required shall file a Medical Waste Management Plan (MWMP)

**QUESTION B**

The proposed project is not anticipated to interfere with an emergency evacuation plan. The project design will be required as a condition of approval by the City's Development Services Department, Development Engineering Division, and the Fire Department, to include adequate ingress and egress access to all proposed residential lots, and all driveways, curbs, sidewalk and gutters will be required to meet the specifications of the City's design manual for public improvements. Therefore, the project would have less than significant impacts to emergency evacuation plans.

**QUESTION D**

During site visits, no obvious evidence of existing hazards was observed at the site. Review of the Phase 1 Environmental Site Assessment and Limited Phase II Site Investigation for the Meadowview Home Depot site and the Environmental Data Resources, Inc. EDR-Radius Map, no records of past hazardous materials were identified of the subject site. As stated above, there have been spills at the intersection of Freeport Boulevard and Meadowview Road immediately northwest of the project site. Additionally, there are three UST's that were registered at the gas station northeast of the site, and the site does not appear on the LUST database. According to the database report, there was a release of lacquer and paint thinner at that site in 1991.

There had apparently been a release of gasoline at this site that was discovered in June 1997 at the gas station located 0.25 miles to the west of the site. The case is currently active, and the site is under investigation. These occurrences would not affect or expose people to existing hazards though development of the subject site. However, compliance with the Standard Regulatory Requirements indicated above would ensure that any impacts to public health during and after construction would be reduced to less than significant.

**QUESTION E**

The proposed project site is vacant and routinely disked for weedy and fire suppression. However, development of the site would further reduce the potential for bush and/or grass fires by removal of flammable brush. Therefore, impacts to due increased fire hazard would be less than significant.

**MITIGATION MEASURES**

No mitigation is required.

**FINDINGS**

With the mitigation measures listed above, the proposed project would result in less than significant impacts regarding hazards.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>10. <u>NOISE</u></p> <p><i>Would the proposal result in:</i></p> <p>A) Increases in existing noise or vibration levels?</p> <p style="padding-left: 40px;">Short-term</p> <p style="padding-left: 40px;">Long Term</p>			<p>✓</p> <p>✓</p>
<p>B) Exposure of people to severe noise or vibration levels?</p> <p style="padding-left: 40px;">Short-term</p> <p style="padding-left: 40px;">Long Term</p>			<p>✓</p> <p>✓</p>

**ENVIRONMENTAL SETTING**

Noise is often defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140. Typical examples of decibel levels would be a low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. Sound intensity decreases in proportion with the square of the distance from the source. Generally, sound levels for a point source will decrease by 6 dB(A) for each doubling of distance. Sound levels for a line source, such as a roadway, decrease by approximately 3 dB(A) for each doubling of distance. Soft surfaces, such as grass, result in a 4.5 dB(A)-decrease per doubling of distance.

The decibel scale can be adjusted for community noise impact assessment to consider the additional sensitivity to different pitches (through the A-weighting mechanism) and to consider the sensitivity during evening and nighttime hours (through the Community Noise Equivalent Level and Day-Night Average). The day-night average sound level ( $L_{dn}$ ) represents sound exposure averaged over a 24-hour period.  $L_{dn}$  values are calculated using hourly  $L_{eq}$  values, with the  $L_{eq}$  values for the nighttime period (10:00 P.M.-7:00 A.M.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

**STANDARDS OF SIGNIFICANCE**

Thresholds of significance are those established by Chapter 8.28 of the City Code and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project which are above the upper value of the normally acceptable Community Noise Equivalent (CNEL) sound level category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project. The maximum normally acceptable exterior community noise exposure for residential backyards is 60 dB Ldn and 70 dB Ldn for Playgrounds.

- Residential interior noise levels of  $L_{dn}$  45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

## **ANSWERS TO CHECKLIST QUESTIONS**

### **QUESTION A AND B**

*Short-term Construction Noise and Vibration Impacts.* Temporary increases in noise and vibration levels would occur during construction of the proposed facility. Construction activities would require heavy equipment for site preparation, grading, and paving, as well as typical equipment used in the construction of new residential structures. Generally, noise levels at construction sites can vary from 65 dBA to a maximum of nearly 90 dBA when heavy equipment is used nearby. Construction noise and vibration would be intermittent, and such levels would vary depending on the type of construction activity. Construction noise and vibration would be perceptible to nearby residents. However, construction noise is exempt from the City of Sacramento Noise Ordinance, provided that construction is limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays. A notation must be placed on the construction plans, which indicates that the operation of construction equipment shall be restricted to the hours listed above. All internal combustion engines in use on the project must be equipped with original manufacturers' silencers or their after market equivalents, in good working order (as required by City Ordinance). Therefore, short-term noise and vibration impacts from the proposed project are expected to be less than significant.

*Long-term Operational Noise and Vibration Impacts.* New commercial uses would increase noise and vibration levels in the vicinity consistent with other similar commercial uses already developed in the area. Sources include additional vehicle trips on local and arterial streets, outdoor activities, drive-thru speakers, and so forth. It is anticipated that noise from the new traffic will be the most noticeable increase in noise as a result of the proposed project. As stated in the Environmental Impact Report (EIR) for the McDonald's Restaurant in the Pocket Area (2003), to quantify the noise levels from drive-thru vehicle trips and speaker usage, Bollard & Brennan, Inc. used noise level data collected at various fast food drive-thru locations in the Sacramento area to quantify noise levels from drive-thru vehicle trips and speaker usage, indicates that the maximum noise levels from drive-thru speakers and vehicles parked at the speaker location were 65 dB at 25 feet and 70 dB at 5 feet. Median levels were measured to be approximately 10 dB lower than maximum noise levels. The proposed project's closest drive-thru to the existing residential uses to the east is estimated to be approximately 145 feet away. There is a playground located at the neighboring residential development that is located approximately 60 to 90 feet from the drive-thru speaker location. Using a sound attenuation rate of 3 dB per doubling of distance, at approximately 100 feet from the drive-thru speaker, there would be an estimated maximum noise

level of approximately 59 dB and the nearest residential structure is approximately 145 feet away. Additionally, the subject site is required per the zoning code to construct a 6 foot high wall separating the proposed non-residential uses (project site) and the existing residential uses. This wall would also provide a minimum attenuation of at least 5 dB, resulting in a 54 dB. Additionally, Operation of the proposed project would be required to comply with the City's Noise Control Ordinance, which sets limits for exterior noise levels generated by existing uses. Therefore, the noise impact from the proposed project is expected to be less than significant.

**MITIGATION MEASURES**

No mitigation is required.

**FINDINGS**

With the implementation of the mitigation measures listed above, the proposed project would result in less than significant impacts to the community noise environment.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>11. PUBLIC SERVICES</b>			
Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:			
A) Fire protection?			✓
B) Police protection?			✓
C) Schools?			✓
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

**Environmental Setting**

*Fire Protection.* The Sacramento Fire Department operates approximately 21 stations in the City of Sacramento. Fire stations are located so as to provide a maximum effective service radius of two miles (SGPU DEIR, M-1). This service radius virtually assures blanket coverage of the City. The nearest fire station to the subject site is Station 16 located at 7363 24<sup>th</sup> Street.

*Police Protection.* The City Police Dept provides police protection. The project site is within the service area of the Joseph E. Rooney Facility (Substation) located at 5303 Franklin Boulevard.

*Schools.* The project site is located within proximity to several schools and is within the Sacramento City Unified School District. Nearby schools to the project site consist of John D. Sloat Basic Elementary School (7525 Candlewood Way), Freeport Elementary School (2118 Meadowview Road), John H. Still Center Elementary School (2250 John Still Drive), Mark Hopkins Elementary School (2221 Matson Drive), Charles M. Goethe Middle School (2250 68<sup>th</sup> Street), John Bidwell Elementary School (1730 65<sup>th</sup> Avenue), and Libson Elementary (7555 S. Land Park Drive).

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

Senate Bill 50 (SB 50) and Proposition 1A (both of which passed in 1998) provided a comprehensive school facilities financing and reform program by, among other methods, authorizing a \$9.2 billion school facilities bond issue, school construction cost containment provisions, and an eight-year suspension of the Mira, Hart, and Murrieta court cases.

Specifically, the bond funds are to provide \$2.9 billion for new construction and \$2.1 billion for reconstruction/modernization needs. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstate the school facility fee cap for legislative actions (e.g., general plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart, and Murrieta court cases. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions are in effect until 2006 and will remain in place as long as subsequent state bonds are approved and available.

To accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts and, occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

### **ANSWERS TO CHECKLIST QUESTIONS**

#### **QUESTIONS A THROUGH E**

Because the proposed project is located within the SGPU area designated for development and any impacts to public services were already considered. The proposed project would develop four commercial buildings consisting of a retail space, a fast-food restaurant, a pharmacy/drug store, and a veterinary clinic. These uses won't generate any students that would impact public schools. Additionally the subject property area is presently serviced by the Sacramento Police Department and the Sacramento Fire Department. Development on the subject site would not create the need for any new or expanded services from these agencies. Therefore, a less-than-significant impact on public services is anticipated.

#### **MITIGATION MEASURES**

No mitigation is required.

#### **FINDINGS**

The proposed project would result in less than significant impacts to public services.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>12. UTILITIES</b>  <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i></p>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

**ENVIRONMENTAL SETTING**

*Water Supply/Treatment.* As stated in the City’s recently approved Urban Water Management Plan (UWMP), the City obtains its water supply from two surface water sources (Sacramento and American Rivers) and groundwater pumped from the North American and South American subbasins of the Sacramento Valley Groundwater Basin. Consequently, the City has its own water entitlements, and does not receive any water supply from another agency.

The City has surface water entitlements, consisting of five appropriate water right permits issued by the State Water Resources Control Board, pre-1914 rights and a water rights settlement contract with the Bureau of Reclamation. Surface water is currently diverted at two locations and treated, one on the Sacramento River at the Sacramento River Water Treatment Plant (SRWTP) and one on the American River at the Fairbairn Water Treatment Plant (FWTP). In 2005 the City had a maximum combined diversion of 205,000 acre-feet per year (afa), This amount included a constant maximum 81,800 afa from the Sacramento River and 154,000 afa from the American River. The maximum allowable diversion from the American River increases annually to a maximum combined diversion of 326,800 afa in 2030.

*Sanitary and Storm Sewers.* There is a 12-inch storm drainage main that begins in Meadowview road north of the project site that flows eastward into an 18-inch main. There is also a 24-inch sewer main in Meadowview Road.

*Solid Waste.* Solid waste transport within the City of Sacramento is generally provided by private contractors consequently, disposal of solid waste occurs at a number of locations. However, typically, disposal of solid waste occurs either at Kiefer Landfill, operated by the County of Sacramento Public Works Department, or it is sent to the Sacramento Recycling and Transfer

Station, which then transfers the solid waste to Lockwood, Nevada. According to Doug Kobold, Solid Waste Planner for Sacramento Region Solid Waste Authority, Kiefer Landfill has capacity until 2035 at the current throughput. According to City's Solid Waste Division, the Lockwood landfill has capacity for the next 250 to 300 years. Consequently, these two landfills are not capacity constrained.

The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter.

### **STANDARDS OF SIGNIFICANCE**

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

### **ANSWERS TO CHECKLIST QUESTIONS**

#### **QUESTION A**

The project would not result in the need for new communications systems or result in a detriment to existing microwave, radar or radio transmissions. The project site is serviced by SBC, Comcast and other local telecommunication networks. Development of the project would not adversely affect the functionality of any critical communication systems involving microwave, radar or radio transmissions, or any other telecommunication systems. Therefore, a less than significant impact to communication systems is expected.

#### **QUESTIONS B AND C**

The proposed project seeks to change the land uses from residential to commercial mixed use. Water usage from these proposed uses will not create the need for additional water rights. However, the subject property will be required to prepare a water study with the average day water systems demands, the fire flow demands, and the proposed points of connection to the water distribution system. A water main extension is required in Freeport Boulevard from the 12-inch water main in Meadowview Road to the property frontage. The water main may need to be extended (looped) to the existing 12-inch main south of the project for proper pressure for Fire Department requirements. The Department of Utilities will provide the "boundary conditions" to the applicant for the design of the water distribution system. Therefore, the proposed project's impact on water supply and treatment is less than significant.

#### **QUESTIONS D AND E**

The existing drainage infrastructure in the project vicinity includes a 12-inch drain (increasing to an 18-inch drain) in Meadowview Road just north of the project site. Prior to submittal of improvement plans, a drainage study is required and shall be approved by the Department of Utilities (DOU).

The applicant shall use the Storm Water Management Model (SWMM) for this project to size the drainage pipes and to determine the amount of detention volume is required within oversized pipes and/or within the street section prior to overland release. The drainage system shall connect to the existing public system in Freeport Boulevard. On site detention may be required based upon results of the drainage study.

There is an existing 24-inch sewer main in Meadowview Road. To service the project site, a sewer main extension will be required in Freeport Boulevard from the existing 24-inch sewer main in Meadowview Road to the property frontage. Therefore, the project's impacts are considered less than significant.

#### **QUESTION F**

The California Integrated Waste Management Board website ([www.ciwmb.ca.gov/Profiles/County/CoProfile1.asp](http://www.ciwmb.ca.gov/Profiles/County/CoProfile1.asp)) indicates that the 2004 Nonresidential disposal rates account for 76% of overall disposal. Approximately 4.4 lbs/\$100 taxable sales is related to business uses. Therefore, if the project site generated more the \$22,727,272.00 in taxable sales it could generate more that 500 tons/year. However, prior to issuance of a building permit by the Building Division the applicant would be required to comply with the City's Zoning Ordinance (Title 17.72 of the City Code). This section addresses recycling and solid waste disposal requirements for new and existing developments, which are designed to reduce impacts from the disposal of solid waste. Because the proposed project will be required to comply with this ordinance, it is anticipated to result in less than significant impacts from solid waste. In addition, as indicated above, the two primary landfills, which receive the majority of solid waste generated by the City of Sacramento, are not anticipated to be capacity constrained Kiefer Landfill has capacity until 2035 at the current throughput, and the Lockwood landfill has capacity for the next 250 to 300 years). Consequently, the solid waste generated by the project would not adversely affect capacity at these landfills.

#### **MITIGATION MEASURES**

No mitigation is required.

#### **FINDINGS**

The proposed project would result in less than significant impacts to utilities.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
13. <u>AESTHETICS, LIGHT AND GLARE</u>			
Would the proposal:			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?			✓
C) Create light or glare?			✓
D) Create shadows on adjacent property?			✓

**ENVIRONMENTAL SETTING**

The project site is not in an adopted view corridor or a scenic vista. The project area is presently comprised of residences, vacant properties, and industrial uses. The subject site is located on vacant land. To the west is a vacant parcel with a former railroad corridor. North of the site is the Meadowview Home Depot center. On the east side of the project is multi-family housing and to the south is vacant land owned by the Antioch Baptist Church. Freeport Boulevard runs north-south on the western boundary of the subject site. Segments of Freeport Boulevard (south of the project site) are lined with elm trees but not at the location adjacent to the subject site.

**STANDARDS OF SIGNIFICANCE**

*Shadows.* New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

*Glare.* Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

*Light.* Light is considered significant if it would be cast onto oncoming traffic or residential uses.

**ANSWERS TO CHECKLIST QUESTIONS**

**QUESTIONS A AND B**

The proposed project will not obstruct views from any scenic highway or roadway, and the project site is not located within the viewshed of a federal or state scenic highway. The project site does not have rock outcroppings, historic buildings, or any other protected scenic resources. Therefore, any impacts would be less than significant.

**QUESTIONS C AND D**

Any required street lighting on City rights-of-way will be installed in accordance with City standards and cut-off luminaries to avoid potential spillover, skyglow or glare impacts. The proposed project would require additional parking lot lighting. The lighting would be installed to meet City standards and would not be directed toward existing residences or oncoming traffic. The proposed project would not leave any adjacent property in complete shadow nor would it contribute to shadows on any recognized public gathering places. Therefore, shadows, light, and glare impacts are anticipated to be less-than-significant.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in less than significant impacts to aesthetics, light and glare.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
14. <u>CULTURAL RESOURCES</u>			
<i>Would the proposal:</i>			
A) Disturb paleontological resources?		✓	
B) Disturb archaeological resources?		✓	
C) Affect historical resources?			✓
D) Have the potential to cause a physical change which would affect unique ethnic cultural values?			✓
E) Restrict existing religious or sacred uses within the potential impact area?			✓

**ENVIRONMENTAL SETTING**

The City has identified broad areas of known sensitive cultural resources that could be impacted by development. Areas with the greatest likelihood of impact to cultural resources are large tracts of undeveloped land. Based on available cultural resources inventories, the City has identified areas within the Sacramento area that are most sensitive to urban development due to the potential presence of cultural resources. The project site located in the vicinity of Freeport Boulevard and Meadowview Road is not identified as a primary impact area as defined by the SGPU (Exhibit V-5, SGPU).

The proposed project does border Freeport Boulevard which is within an area that historically contained two potential historic resources. The Walnut Grove Branch Line of Southern Pacific Railroad, which formerly ran on the west side and parallel to Freeport Boulevard was used to provide the transport of agricultural products from various packing houses along the line to Sacramento and beyond. The Freeport Boulevard Victory Trees consist of a row of elm trees planted along each side of Freeport Boulevard. The elms were planted as a living memorial to fallen Sacramento Veterans of World War II. Trees were planted from William Land Park in the north to an area 1-mile south of the town of Freeport. These trees were planted from seeds taken from the war fields of France and Washington D.C.. Although the project site is directly adjacent to the original corridor of trees, none of the existing elm trees are located within the right-of-way adjacent to the project site.

**STANDARDS OF SIGNIFICANCE**

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

**ANSWERS TO CHECKLIST QUESTIONS****QUESTIONS A THROUGH E**

The project site is not within a Primary Impact Area for cultural resources by the SGPU (SGPU DEIR, pg V-5). However, there is a possibility that grading activities or excavation during construction could disturb unknown archaeological or paleontological resources beneath the surface. The subject site is vacant with no potential for impacts to historical structures. As stated above, the site is adjacent to Freeport Boulevard, which at one time was lined with elm trees as part of the "Victory Highway", but there are no existing trees along the roadway adjacent to the subject site. Additionally, the subject project would not interfere with or create any impacts to the rail line right-of-way that was once used as the Walnut Grove Branch Line of Southern Pacific Railroad, located on the west side of Freeport Boulevard. However, due to the unknown nature of subsurface conditions, the following mitigation measures will ensure that impacts to cultural resources are less than significant.

**MITIGATION MEASURES**

CR-1 In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

CR-2 If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

CR-3 If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

**FINDINGS**

With the incorporation of the above mitigation measures, the project is determined to have a less than significant impact on cultural resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>15. <u>RECREATION</u></p> <p><i>Would the proposal:</i></p> <p>A) Increase the demand for neighborhood or regional parks or other recreational facilities?</p>			✓
<p>B) Affect existing recreational opportunities?</p>			✓

**ENVIRONMENTAL SETTING**

The proposed project site is located at the intersection of Meadowview Road and Freeport Boulevard. The nearest park site is the Bill Conlin Youth Sports Complex located approximately ½ mile south of the subject site. Additionally, there is an open space corridor north west of the site along the former railroad tracks that run parallel to Freeport Boulevard.

**REGULATORY SETTING**

The CA Government Code, Sec 66477 (also known as the Quimby Act) allows local governments to require the dedication of land or payment of in-lieu fees for park or recreational purposes as a condition of a tentative map approval for residential developments. The code stipulates that the amount of land dedicated or fees required is not to exceed the proportionate amount necessary to provide 3 acres of neighborhood or community park per 1,000 persons residing in a subdivision unless the amount of existing neighborhood and community park exceeds this limit, in which case the upper limit is 5 acres of neighborhood or community park per 1,000 residents (SGPU DEIR, Q-5).

The Sacramento City Code contains a Parkland Dedication Ordinance (Chapter 16.64) which requires, as a condition of approval of a final subdivision map or parcel map, that the subdivider dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park or recreational purposes.

**STANDARDS OF SIGNIFICANCE**

Impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the General or Community Plan.

**ANSWERS TO CHECKLIST QUESTIONS**

**QUESTIONS A AND B**

The proposed project would not affect existing recreational opportunities because there are no existing recreational amenities within the project site. No existing recreational opportunities would be adversely affected by the project, nor would the project accelerate substantial physical deterioration of existing area parks or recreational facilities. Additionally, the proposed use of the site for commercial uses would not create the need for additional park or recreational facilities. Therefore, impacts to recreational resources are considered to be less than significant.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in less than significant impacts to recreational resources.

**MANDATORY FINDINGS OF SIGNIFICANCE**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b></p>			
<p>A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, including archaeological or paleontological resources?</p>		✓	
<p>B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?</p>			✓
<p>C. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>			✓
<p>D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>		✓	

**Answers to Checklist Questions**

**Question A**

With the incorporation of mitigation measures, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. The project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory.

**Question B & C**

As discussed in the preceding section, the project does not have the potential to achieve short-term, to the disadvantage of long-term environmental goals. When impacts are considered along with, or in combination with other impacts, the project-related impacts are less-than-significant. The proposed project will not add substantially to any cumulative effects. Project related impacts would be mitigated to a less-than-significant level; therefore cumulative effects are not considered a significant impact.

**Question D**

The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The site is not known to contain any hazards. However, construction activities could reveal previously unknown hazards. The proposed project is required to comply with all applicable laws concerning hazardous materials. There are no known paleontological resources on the site. Mitigation measures concerning how to handle paleontological resources were included in the case previously unidentified resources are uncovered during construction activities.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would potentially be affected by this project.

	Land Use and Planning		Hazards
	Population and Housing		Noise
	Seismicity, Soils and Geology		Public Services
	Water		Utilities and Service Systems
	Air Quality		Aesthetics
✓	Transportation/Circulation	✓	Cultural Resources
✓	Biological Resources		Recreation
	Energy and Mineral Resources	✓	Mandatory Findings of Significance
	None Identified		

**SECTION V - DETERMINATION**

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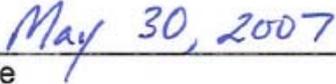
**On the basis of the initial evaluation:**

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

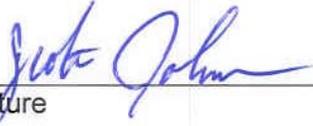
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

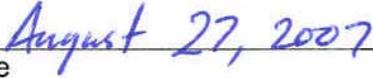
I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
Date

**Revised:**

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Scott Johnson, Associate Planner  
Printed Name

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**APPENDIX A**  
**TRAFFIC IMPACT ANALYSIS**

# *Traffic Impact Analysis*

## **Freeport Marketplace Sacramento, California**

February 23, 2007

**Prepared for:**

City of Sacramento, California

**Prepared by:**

 **Kimley-Horn  
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## EXECUTIVE SUMMARY

This report documents the results of a traffic impact analysis completed for the proposed Freeport Marketplace retail development to be located in the southeast corner of the Meadowview Road intersection with Freeport Boulevard in Sacramento, California (the “proposed project” or “project”). The purpose of this analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with a preliminary scope of work provided by the City.

The proposed project consists of approximately 6.12 acres that will be developed with a 35,914 sf, 4-building commercial center. Access to the site will be provided via four driveways: two right-in, right-out driveways along Meadowview Road, and one right-in, right-out and one full access driveway along Freeport Boulevard.

The following facilities are included in this traffic impact analysis:

### *Intersections*

1. Pocket Road @ I-5 Southbound Ramps
2. Pocket Road @ I-5 Northbound Ramps
3. Meadowview Road @ Freeport Boulevard
4. Meadowview Road @ Amherst Street

### *Roadway Segments*

1. Freeport Boulevard between Meadowview Road and the southern driveway of the proposed project (approximately 500 feet south of Meadowview Road)
2. Freeport Boulevard between the southern driveway of the proposed project (approximately 500 feet south of Meadowview Road) and Stonecrest Avenue

### *Freeway Mainline Segments*

1. I-5 south of Pocket Road Interchange
2. I-5 north of Pocket Road Interchange

### *Freeway Merge/Diverge Segments*

1. I-5 southbound exit ramp to Pocket Road
2. I-5 southbound entrance ramp from westbound Pocket Road
3. I-5 southbound entrance ramp from eastbound Pocket Road
4. I-5 northbound exit ramp to Pocket Road
5. I-5 northbound entrance ramp from eastbound Pocket Road
6. I-5 northbound entrance ramp from westbound Pocket Road

### *Freeway Ramp Segments*

1. I-5 southbound exit ramp to Pocket Road
2. I-5 northbound exit ramp to Pocket Road

A Level of Service (LOS) analysis was conducted for the above facilities for both AM and PM peak-hours for the following scenarios:

- A. Existing Conditions
- B. Baseline Conditions
- C. Baseline plus Proposed Project Conditions
- D. Cumulative (2025) Conditions
- E. Cumulative (2025) plus Proposed Project Conditions

Significant findings of this study include:

- The proposed project is expected to generate 3,492 daily trips, including 85 AM peak-hour trips and 211 PM peak-hour trips.
- The addition of the proposed project to the Meadowview Road intersection with Freeport Boulevard during the Baseline plus Proposed Project Conditions results in a significant impact during the PM peak-hour. The addition of a northbound right-turn lane would mitigate this impact to be *less than significant*.
- The addition of the proposed project to the Meadowview Road intersection with Freeport Boulevard during the Cumulative (2025) plus Proposed Project Conditions results in a significant impact during the AM and PM peak-hours. The addition of a northbound right-turn lane would mitigate this impact to be *less than significant*.
- The effect of the proposed project on I-5 mainline segments in the vicinity of Pocket Road and the southbound I-5 freeway diverge to Pocket Road during the Cumulative (2025) plus Proposed Project Conditions is considered to be *less than significant*.
- The addition of the proposed project to the southbound I-5 exit ramp to Pocket Road during the Cumulative (2025) plus Proposed Project Conditions results in a significant impact. Retiming the signal to allocate more green time to the southbound approach is anticipated to reduce the vehicle queues on the ramp, which would mitigate this impact to be *less than significant*.
- The proposed project is not anticipated to adversely affect pedestrian, bicycle, or transit facilities in the vicinity of the project site.
- The proposed project driveways are anticipated to provide adequate throat depth to accommodate the anticipated vehicle queuing.
- The proposed project is anticipated to provide adequate on-site circulation, parking, and access.

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## INTRODUCTION

This report documents the results of a traffic impact analysis completed for the proposed Freeport Marketplace retail development to be located in the southeast corner of the Meadowview Road intersection with Freeport Boulevard in Sacramento, California (the “proposed project” or “project”). The purpose of this analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with a preliminary scope of work provided by the City.

The remaining sections of this report document the proposed project, analysis methodologies, impacts and mitigation, and general study conclusions.

## PROJECT DESCRIPTION

The proposed project consists of approximately 6.12 acres that will be developed with a 35,914 sf, 4-building commercial center. Access to the site will be provided via four driveways: two right-in, right-out driveways along Meadowview Road, and one right-in, right-out and one full access driveway along Freeport Boulevard. The project location is shown in Figure 1 and the project site plan is shown in Figure 2.

The following facilities are included in this traffic impact analysis:

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4. I-5 northbound exit ramp to Pocket Road
5. I-5 northbound entrance ramp from eastbound Pocket Road
6. I-5 northbound entrance ramp from westbound Pocket Road

### *Freeway Ramp Segments*

1. I-5 southbound exit ramp to Pocket Road
2. I-5 northbound exit ramp to Pocket Road

Figure 3 illustrates the study facilities, existing traffic control, and existing lane configurations.

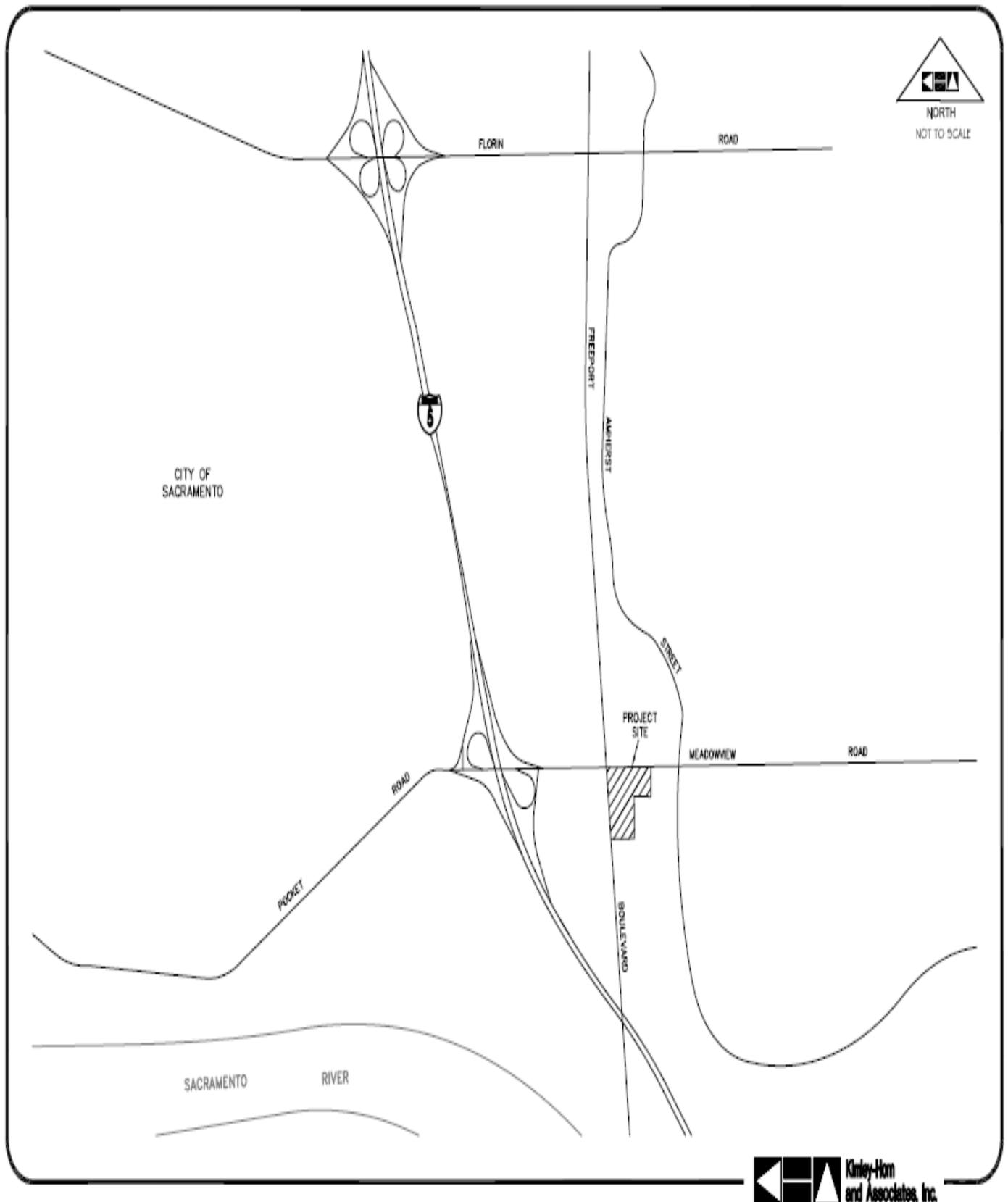


FIGURE 1  
PROJECT VICINITY MAP

FREEPORT MARKETPLACE  
SACRAMENTO, CA

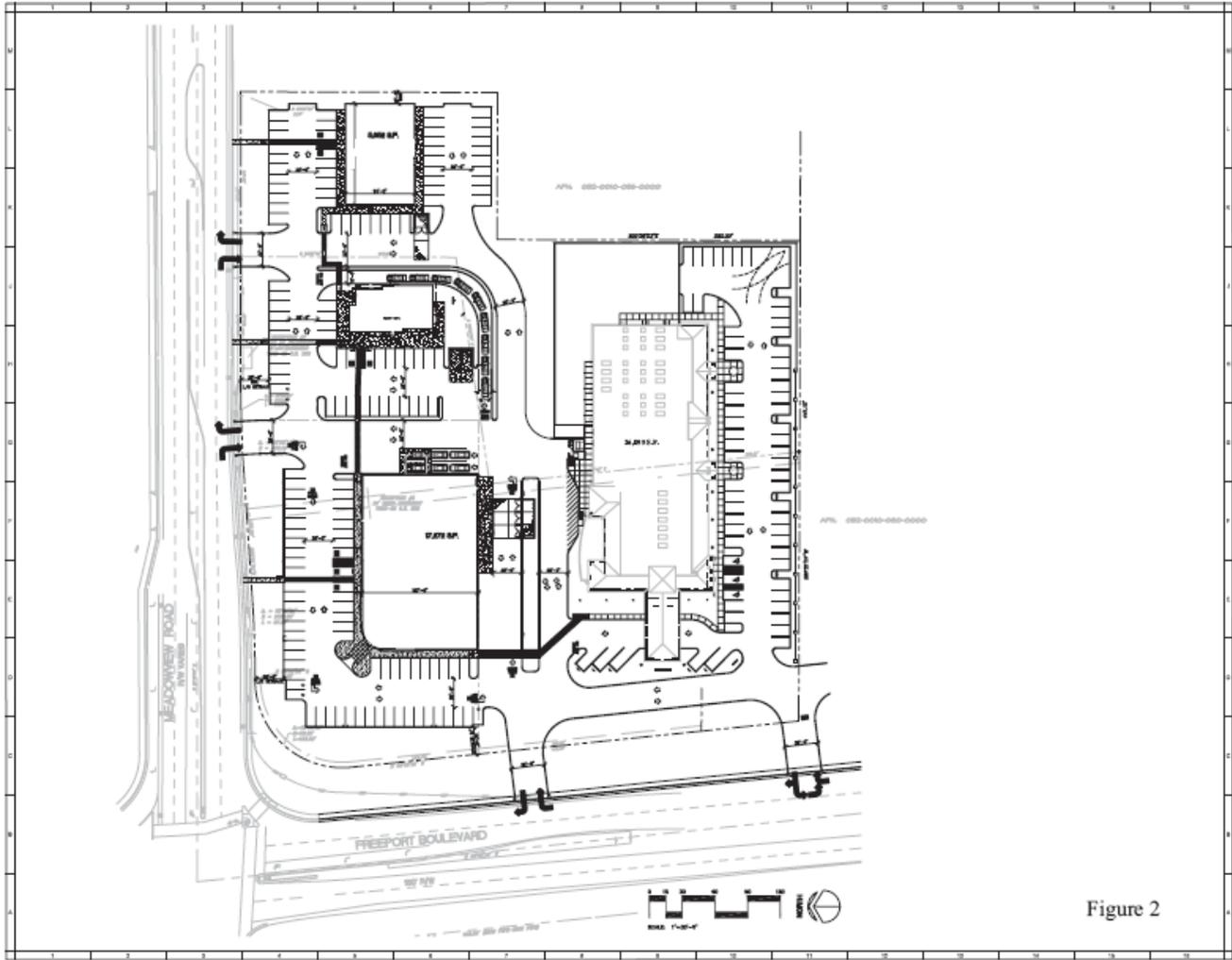


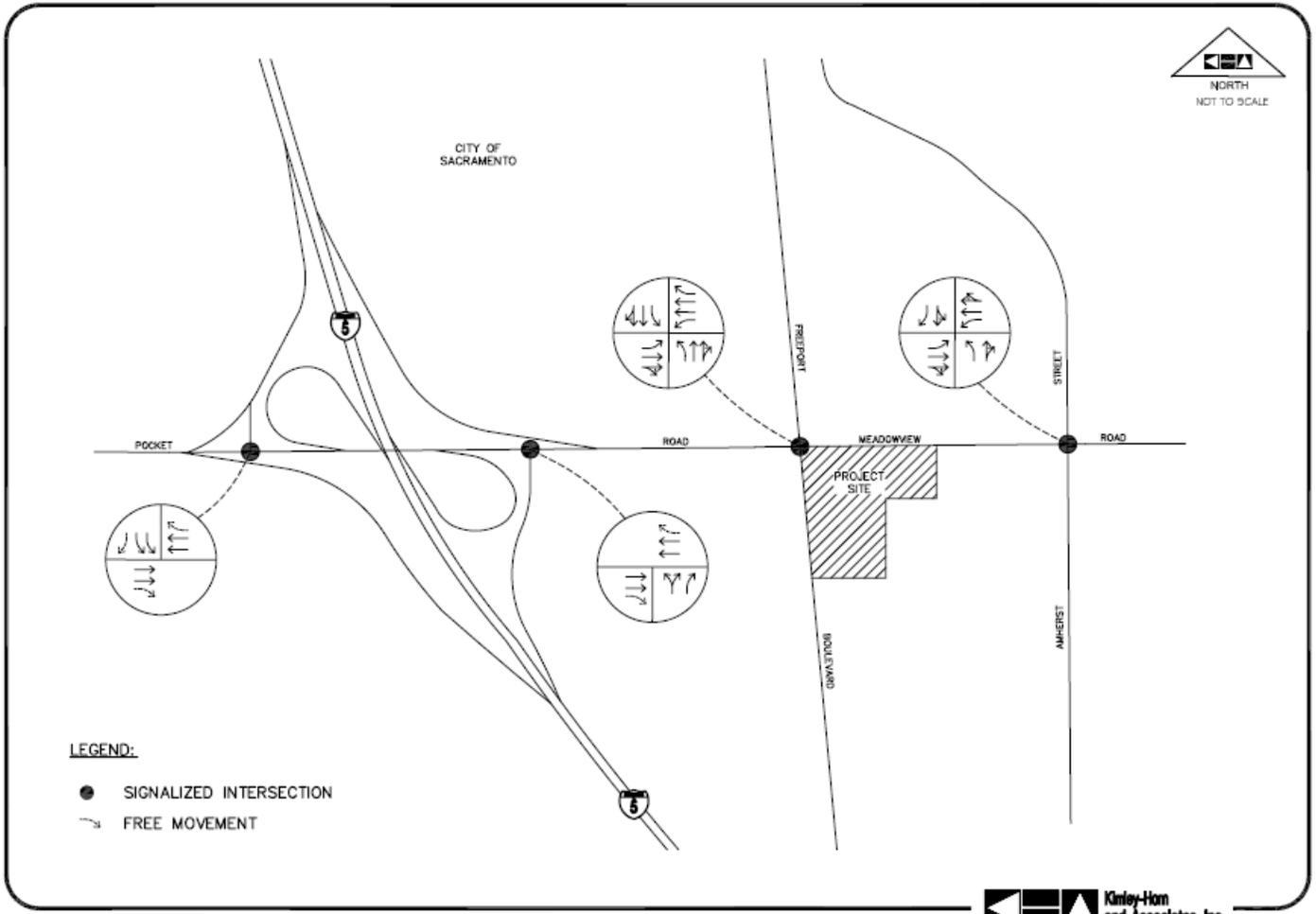
Figure 2

SD-1

RITE AID  
 CAMERON PARK  
 APN 102431541  
 EL DORADO COUNTY  
 EL DORADO, CA



ARCHITECTS • ENGINEERS • ENVIRONMENTAL SCIENTISTS  
 10000 RIVERWAY DRIVE, SUITE 100  
 EL DORADO, CA 95762



**Kinley-Hon**  
and Associates, Inc.

FIGURE 3  
PROJECT LOCATION AND STUDY INTERSECTIONS

FREEPORT MARKETPLACE  
SACRAMENTO, CA

## PROJECT AREA FACILITIES

### Roadways

The following are descriptions of the primary roadways in the vicinity of the project.

*Interstate 5 (I-5)* is a north-south freeway located west of the project site. Through the project area, I-5 serves as a primary commute corridor between downtown Sacramento to the north and the City of Elk Grove to the south. Access to the project site from I-5 is provided at the Pocket Road/Meadowview Road interchange. Within the project area, I-5 currently serves approximately 103,500 vehicles per day<sup>1</sup> (vpd) with three travel lanes in each direction.

*Pocket Road* is an east-west arterial roadway that parallels the Sacramento River and connects the Pocket Area of the City of Sacramento with I-5. East of I-5, Pocket Road becomes *Meadowview Road*. Meadowview Road is also an east-west arterial roadway that connects I-5 on the west with State Route (SR-99) via Mack Road on the east. Meadowview Road borders the northern boundary of the project site.

*Freeport Boulevard* is a north-south arterial roadway that borders the western boundary of the project site. Freeport Boulevard extends south of the project site to Freeport and other communities along the Sacramento River and becomes River Road (State Route 160). Freeport Boulevard extends to the north to downtown Sacramento. Adjacent to the project site, this roadway serves approximately 6,000 vpd with one travel lane in each direction.

*Amherst Street* is a minor, two-lane roadway that connects Florin Road to the north with Meadowview Road. Amherst Street extends south of Meadowview Road providing access residential land uses and the Antioch Progressive Church.

### Bicycle and Pedestrian Facilities

The project area has existing bicycle and pedestrian facilities. Class II on-street bike lanes are located along Meadowview Road and Freeport Boulevard, north of Meadowview Road. Placement of bikeways is guided by the City's *Pedestrian Friendly Street Standards* (adopted in 2004) and the *2010 Sacramento City and County Bikeway Master Plan*. The *Pedestrian Friendly Street Standards* require bike lanes on all collector and arterial street. The *Bikeway Master Plan* provides a framework for ensuring bikeways are connected and serve various areas of the City and the County of Sacramento. The existing bike facilities and those envisioned by the *Master Plan* for the project area are shown in Figure 4.

Sidewalks are currently located along both sides of Meadowview Road adjacent to the project site. There are no sidewalks along Freeport Boulevard, south of Meadowview Road.

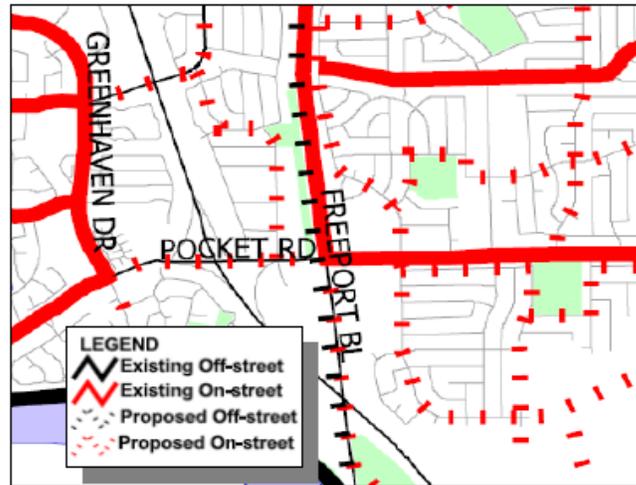
### Transit Facilities

The Sacramento Regional Transit District (RT) provides public transit service within the project area. There is one RT bus route in the immediate vicinity of the project site, Route 56. Route 56 traverses along Meadowview Road, providing service between the Pocket Transit Center, the Meadowview Light Rail Station, and the Cosumnes River Transit Center. According to RT<sup>2</sup>, Route 56 provides 30 minute service to the project site seven days a week with connectivity to light rail and transit centers. Furthermore, RT's 20-Year Vision identifies Meadowview Road as a bus trunk line.

<sup>1</sup> Caltrans Traffic and Vehicle Data Systems Unit, <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2005all.htm>.

<sup>2</sup> Per letter from Ms. Traci Canfield, Sacramento Regional Transit District, November 2, 2006.

Figure 4 – Existing and Proposed Bikeway Master Plan Improvements



ASSESSMENT OF PROPOSED PROJECT

Proposed Project Trip Generation

The number of trips generated by the proposed project was derived using data included in the *Trip Generation Manual, 7<sup>th</sup> Edition*, published by the Institute of Transportation Engineers (ITE). The trip generation for this project was approved by the City<sup>3</sup> and is shown in Table 1.

Table 1 – Proposed Project Trip Generation

ITE Land Use (Code)	Size	Total Daily Trips	AM Peak-Hour				PM Peak-Hour					
			Trips	IN		OUT		Trips	IN		OUT	
				%	Trips	%	Trips		%	Trips	%	Trips
Shopping Center (820)	35.9 (ksf)	3,492	85	61%	52	39%	33	319	48%	153	52%	166
<i>Subtotal New Trips</i>		<i>3,492</i>	<i>85</i>		<i>52</i>		<i>33</i>	<i>319</i>		<i>153</i>		<i>166</i>
Pass-By Reduction <sup>1</sup>	34%	-	-		-		-	-108		-52		-56
<i>Net New External Trips</i>		<i>3,492</i>	<i>85</i>		<i>52</i>		<i>33</i>	<i>211</i>		<i>101</i>		<i>110</i>

Source: *Trip Generation, 7th Edition*, ITE.  
<sup>1</sup> *Trip Generation Handbook, Second Edition*, ITE.

As shown in Table 1, the proposed project is estimated to generate 3,492 total daily trips with 85 trips occurring during the AM peak-hour and 211 occurring during the PM peak-hour. A pass-by reduction was applied to the total site trips to account for the vehicles that are currently on the roadway network that are anticipated to access the site. This reduction does not reduce the volumes at the site driveways, only the total number of new trips associated with the proposed project. As specified by ITE<sup>4</sup>, this pass-by reduction is only applicable for the PM peak-hour.

<sup>3</sup> Per email from Ms. Aelita Milatzo, City of Sacramento, January 17, 2007.

<sup>4</sup> *Trip Generation Handbook, 2nd Edition*, ITE.

**Proposed Project Trip Distribution**

The distribution of project traffic was based on the Sacramento Area Council of Governments’ (SACOG) *SACMET 2027 Travel Demand Model* and observations of travel patterns in the vicinity the project site. The project trip distribution percentages are illustrated in Figure 5. The resulting AM and PM peak-hour traffic volumes attributed to the proposed project at the study area intersections are illustrated in Figure 6.

**TRAFFIC IMPACT ANALYSIS METHODOLOGY**

Analysis of significant environmental impacts at intersections is based on the concept of Level of Service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service this study were determined using methods defined in the *Highway Capacity Manual, 2000* (HCM) and appropriate traffic analysis software.

**Intersections**

The HCM includes procedures for analyzing signalized intersections. The signalized intersection procedure defines LOS as a function of average control delay per vehicle for the intersection as a whole. Table 2 presents signalized intersection LOS definitions as defined in the HCM.

**Table 2 – Signalized Intersection Level of Service Criteria**

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)
A	≤ 10
B	> 10 – 20
C	> 20 – 35
<b>D</b>	> 35 – 55
<b>E</b>	> 55 – 80
<b>F</b>	> 80

Note: Unacceptable LOS shown in bold.  
Source: *Highway Capacity Manual, 2000*

**Roadway Segments**

Roadway segment LOS definitions are based on the City’s published traffic study guidelines<sup>5</sup>. Table 3 presents the applicable roadway segment LOS definitions.

**Table 3 – Roadway Segment Level of Service Criteria**

Facility Type	# Lanes	Maximum Volume for Given Service Level				
		A	B	C	D	E
Arterial, Moderate Access Control	2	10,800	12,600	14,400	<b>16,200</b>	<b>18,000</b>
	4	21,600	25,200	28,800	<b>32,400</b>	<b>36,000</b>
	6	32,400	37,800	43,200	<b>48,600</b>	<b>54,000</b>

Note: Unacceptable LOS shown in bold.  
Source: *Traffic Impact Guidelines, City of Sacramento, February 28, 1996.*

<sup>5</sup> *Traffic Impact Guidelines, City of Sacramento, February 28, 1996.*

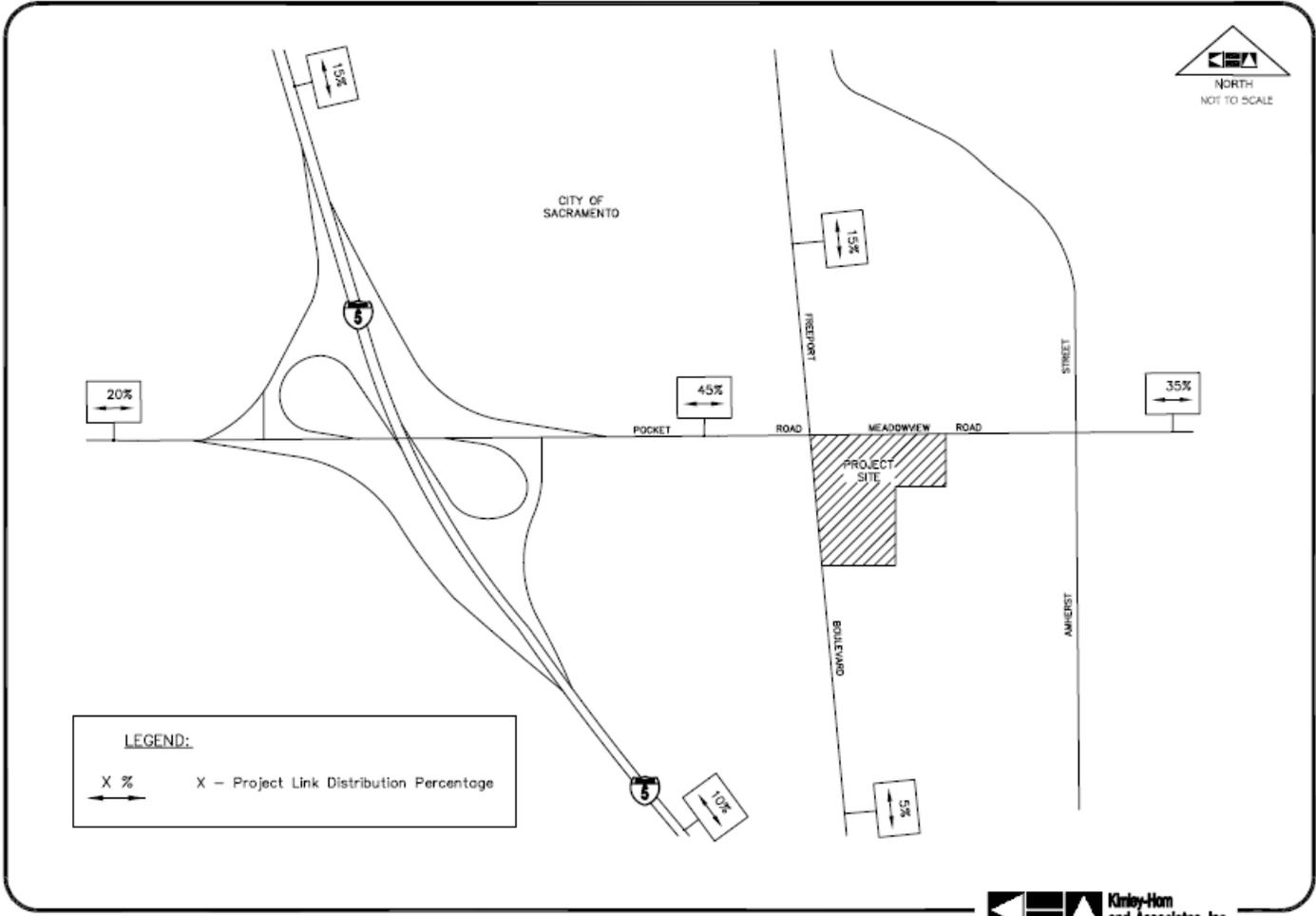


FIGURE 5  
PROPOSED PROJECT TRIP DISTRIBUTION

FREEMARKETPLACE  
SACRAMENTO, CA

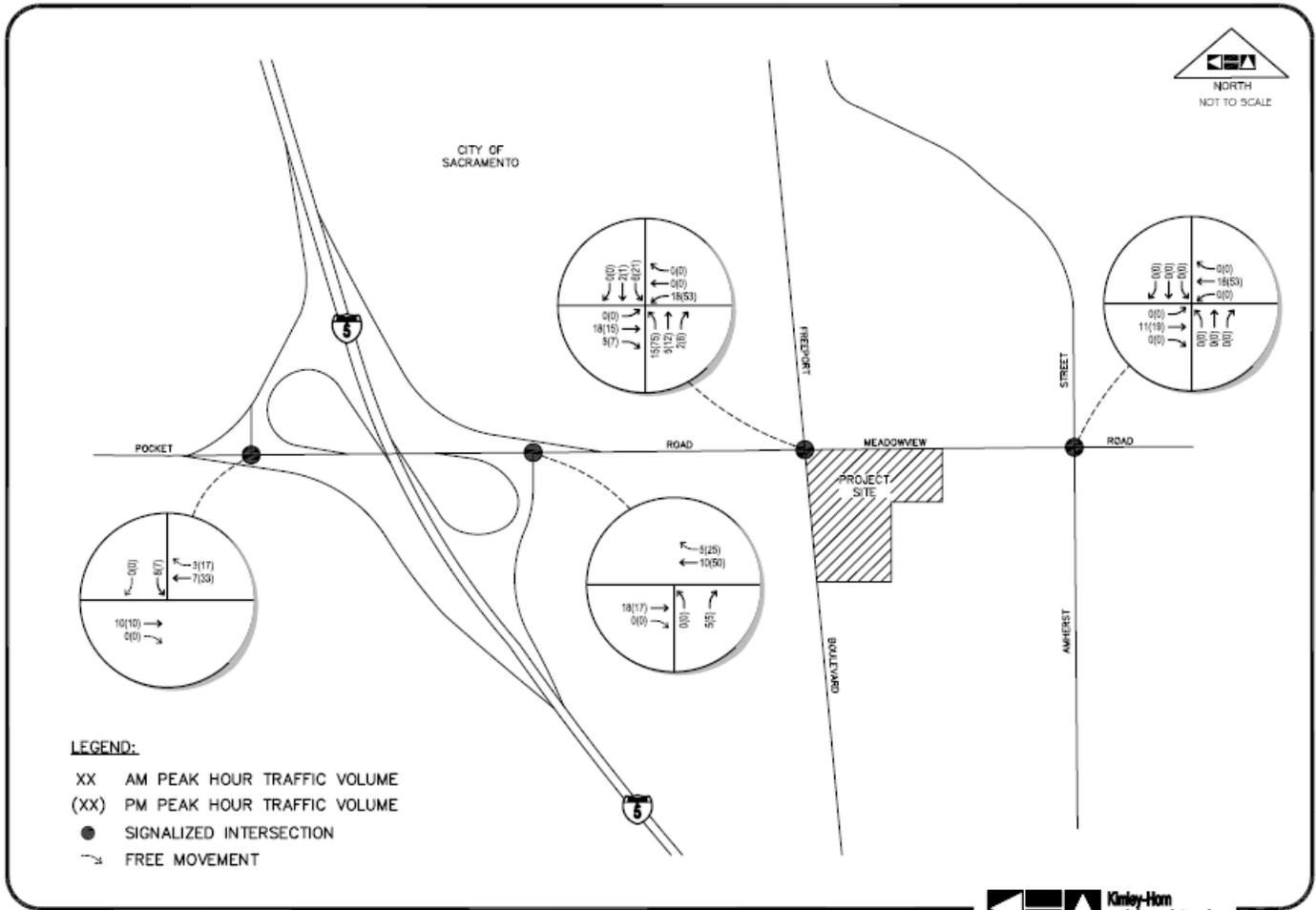


FIGURE 6  
PROPOSED PROJECT TRIP ASSIGNMENT

### Freeway Mainline Segments

According to the HCM, basic freeway segments are characterized by density, speed, and volume-to-capacity ratio. While all three of these characteristics indicate how well traffic flow is being accommodated, density is the primary measure used to determine segment LOS. Table 4 presents freeway segment LOS definitions based on an assumed free flow speed of 70 mph.

**Table 4 – Freeway Segment Level of Service Criteria**

Level of Service (LOS)	Maximum Service Flow Rate (pc/h/ln)*	Maximum Density (pc/mi/ln)**
A	770	11
B	1,260	18
C	1,770	26
D	2,150	35
E	2,400	45
F	<b>&gt; 2,400</b>	<b>&gt; 45</b>

Note: Thresholds in this table are based on a Free-Flow Speed = 70 mph.  
Unacceptable LOS shown in bold.  
Source: Highway Capacity Manual, 2000  
\* Passenger Cars per Hour per Lane, \*\* Passenger Cars per Mile per Lane

### Freeway Ramp Junctions

The determination of freeway ramp junction (merge and diverge) LOS is based on the density of vehicles within the corresponding merge or diverge influence area. The HCM establishes the influence area as 1,500 feet in advance of diverge points and 1,500 feet extending past merge points. Table 5 presents freeway ramp junction LOS definitions.

**Table 5 – Freeway Ramp Merge and Diverge Level of Service Criteria**

Level of Service (LOS)	Density (pc/mi/ln)*
A	≤ 10
B	> 10 – 20
C	> 20 – 28
D	> 28 – 35
E	> 35
F	<b>Demand Exceeds Capacity</b>

Note: Unacceptable LOS shown in bold.  
Source: Highway Capacity Manual, 2000  
\* Passenger Cars per Mile per Lane

### Freeway Ramp Segments

Freeway ramp segment operation is based on anticipated vehicle queuing at the ramp terminal intersections with the cross-street. Anticipated vehicle queues are compared against available storage lengths and a determination is made regarding the potential of adversely affecting adjacent traffic movements.

### Project Analysis

The LOS analyses were conducted for the study facilities for both AM and PM peak-hours for the following scenarios:

- A. Existing Conditions
- B. Baseline Conditions

- C. Baseline plus Proposed Project Conditions
- D. Cumulative (2025) Conditions
- E. Cumulative (2025) plus Proposed Project Conditions

## EXISTING CONDITIONS

Existing peak-hour traffic volumes for the study intersections were obtained from the City<sup>6</sup>. Three of the four turning movement counts were performed in 2006. The turning movement counts for the Meadowview Road at Amherst Street intersection was performed in 2001. Furthermore, Existing (2005) I-5 mainline volumes were obtained from Caltrans<sup>7</sup>. Existing peak-hour turn movement volumes and daily roadway segment volumes are presented in Figure 7.

### Intersections

Table 6 presents the existing peak-hour operating conditions for the study intersections.

**Table 6 – Existing Intersection Levels of Service**

#	Intersection	Traffic Control	AM Peak-Hour		PM Peak-Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Pocket Road @ I-5 Southbound Ramps	Signal	9.5	A	7.2	A
2	Pocket Road @ I-5 Northbound Ramps	Signal	8.4	A	10.7	B
3	Meadowview Rd. @ Freeport Blvd.	Signal	34.1	C	<b>37.0</b>	<b>D</b>
4	Meadowview Rd. @ Amherst St.	Signal	26.2	C	17.3	B

Note: Unacceptable LOS shown in bold.

As indicated in Table 6, the study intersections operate from LOS A to LOS D during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix A.

### Roadway Segments

The existing Freeport Boulevard roadway segment levels of service are presented in Table 7.

**Table 7 – Existing Roadway Segment Levels of Service**

Location	# Lanes	ADT (veh/day)	LOS
Freeport Blvd., South of Meadowview Rd.	2	6,029	A

In the area of the project site, Freeport Boulevard transitions from four to two lanes. The more conservative, two lane condition is assumed for this analysis scenario. As indicated in Table 7, the Freeport Boulevard roadway segment south of Meadowview Road operates at LOS A.

### Freeway Mainline Segments

Table 8 presents the existing levels of services for the I-5 freeway segments in the vicinity of Pocket Road.

As indicated in Table 8, the I-5 freeway segments operate from LOS B to LOS E during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix A.

<sup>6</sup> Per emails from Ms. Aelita Milatzo, City of Sacramento, January 4, 2007, and January 5, 2007.

<sup>7</sup> Caltrans Traffic and Vehicle Data Systems Unit, <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2005all.htm>.

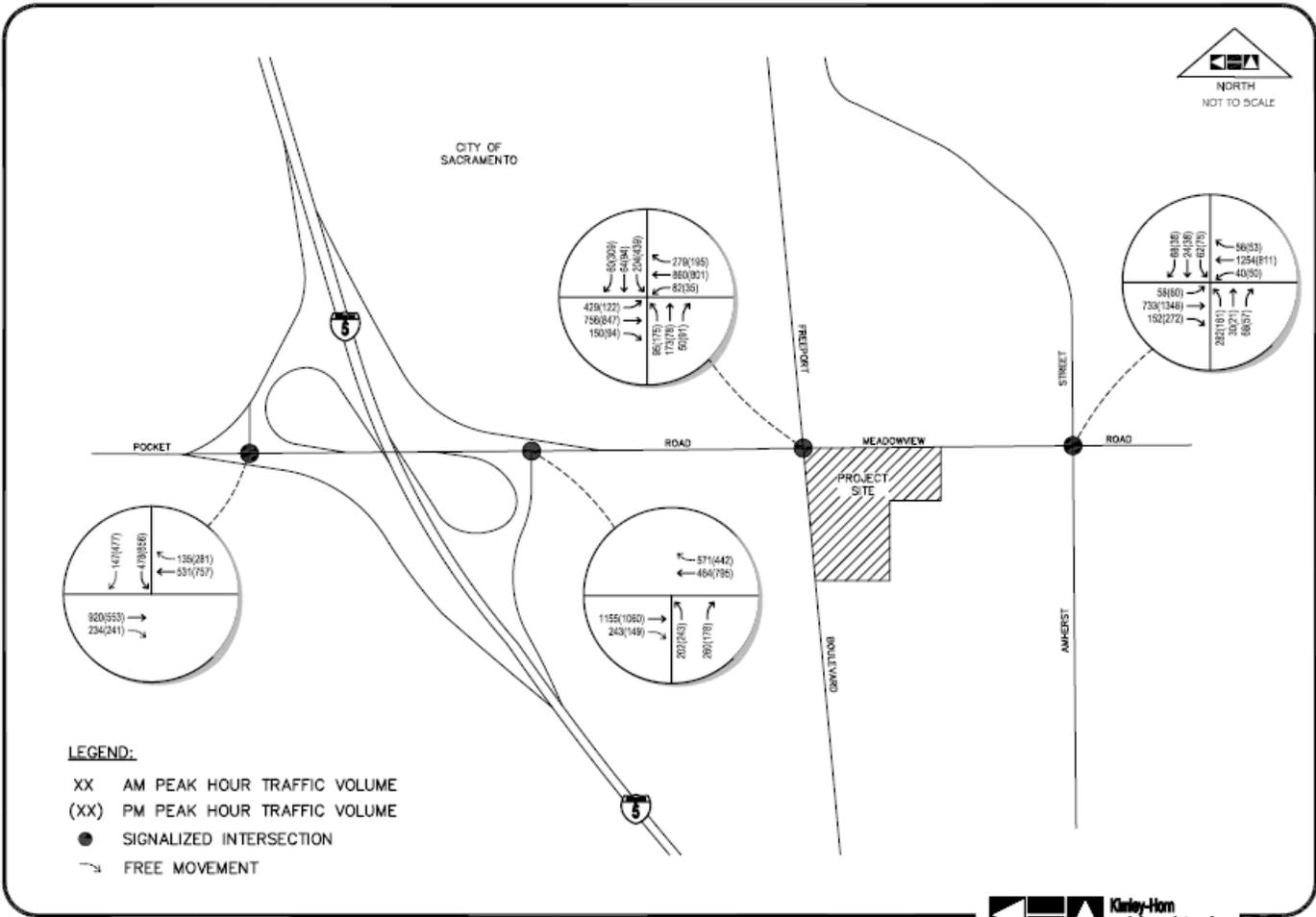


FIGURE 7  
 EXISTING TRAFFIC VOLUMES

**Table 8 – Existing Freeway Mainline Levels of Service**

Location	AM Peak-Hour		PM Peak-Hour	
	Flow Rate (pc/h/ln)	LOS	Flow Rate (pc/h/ln)	LOS
I-5 NB, North of Pocket Road	2,249	E	1,397	C
I-5 SB, North of Pocket Road	969	B	2,352	E
I-5 NB, South of Pocket Road	2,113	D	1,332	C
I-5 SB, South of Pocket Road	871	B	2,116	D

**Freeway Merge/Diverge Segments**

Existing I-5 freeway ramp junction levels of services are presented in Table 9.

**Table 9 – Existing Freeway Ramp Junction Levels of Service**

Location	Junction Type	AM Peak-Hour		PM Peak-Hour	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
EB Pocket Rd. to NB I-5 (loop ramp)	Merge	<b>35.7</b>	<b>F</b>	22.8	C
WB Pocket Rd. to NB I-5 (slip ramp)	Merge	<b>38.4</b>	<b>F</b>	25.2	C
WB Pocket Rd. to SB I-5 (loop ramp)	Merge	15.2	B	34.1	D
EB Pocket Rd. to SB I-5 (slip ramp)	Merge	16.0	B	33.8	D
NB I-5 to Pocket Rd./Meadowview Rd.	Diverge	33.6	D	23.6	C
SB I-5 to Pocket Rd.	Diverge	18.6	B	<b>37.3</b>	<b>F</b>

Note: Unacceptable LOS shown in bold.

As indicated in Table 9, the existing I-5 freeway ramp junctions operate from LOS B to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix A.

**Freeway Ramp Segments**

Vehicle queuing for the following intersection approaches was evaluated:

- Pocket Road @ I-5 Southbound Ramps – Southbound Approach
- Pocket Road/Meadowview Road @ I-5 Northbound Ramps – Northbound Approach

Results of the queuing evaluation are presented in Table 10. As presented in Table 10, both intersection approaches have adequate storage capacity to accommodate the existing vehicle queuing during the AM and PM peak-hours for this analysis scenario.

Analysis worksheets for this scenario are provided in Appendix A.

**Table 10 – Existing Freeway Ramp Intersection Queuing Evaluation Results**

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 <sup>th</sup> % Queue (ft)	Available Storage (ft)	95 <sup>th</sup> % Queue (ft)
Pocket Road @ I-5 SB Ramps	SBLT				
	Existing	200 <sup>+</sup>	95	200 <sup>+</sup>	129
Pocket Road @ I-5 NB Ramps	NBLT/RT				
	Existing	<500 <sup>++</sup>	106	<500 <sup>++</sup>	123

Source: *Highway Capacity Manual (HCM) 2000* methodology per Synchro<sup>®</sup> v6.  
<sup>+</sup> SBLT queue in excess of 200 feet may block access to SBRT lane.  
<sup>++</sup> Shared NBLT/RT has storage equal to ramp segment distance.

**BASELINE CONDITIONS**

Baseline traffic conditions were developed to reflect planned and approved projects within the general study area anticipated to increase traffic volumes on the study facilities. Anticipated trip generation and distribution data for the Islands at Riverlake project was obtained from the City<sup>8</sup>. Traffic from this project was added to the existing traffic conditions to establish Baseline conditions. Traffic volumes for this scenario are presented in Figure 8.

Beginning with this analysis scenario (and all subsequent scenarios), the Meadowview Road intersection with Amherst Street was evaluated with phasing and lane configuration modifications. According to the City<sup>9</sup>, the following improvements are anticipated to be in-place by mid-2007:

- North/South split phasing, and
- Northbound approach re-striping (one left-turn lane and one shared left/thru/right lane)

**Intersections**

Table 11 presents the Baseline peak-hour operating conditions for the study intersections.

**Table 11 – Baseline Intersection Levels of Service**

#	Intersection	Traffic Control	AM Peak-Hour		PM Peak-Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Pocket Road @ I-5 Southbound Ramps	Signal	9.1	A	10.1	B
2	Pocket Road @ I-5 Northbound Ramps	Signal	10.1	B	12.8	B
3	Meadowview Rd. @ Freeport Blvd.	Signal	33.4	C	32.8	C
4	Meadowview Rd. @ Amherst St.	Signal	28.4	C	30.1	C

As indicated in Table 11, the study intersections operate from LOS A to LOS C during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix B.

<sup>8</sup> Per email from Ms. Aelita Milatzo, City of Sacramento, January 5, 2007.

<sup>9</sup> Per telephone conversation with Mr. Dennis Murphy, City of Sacramento, January 17, 2007.

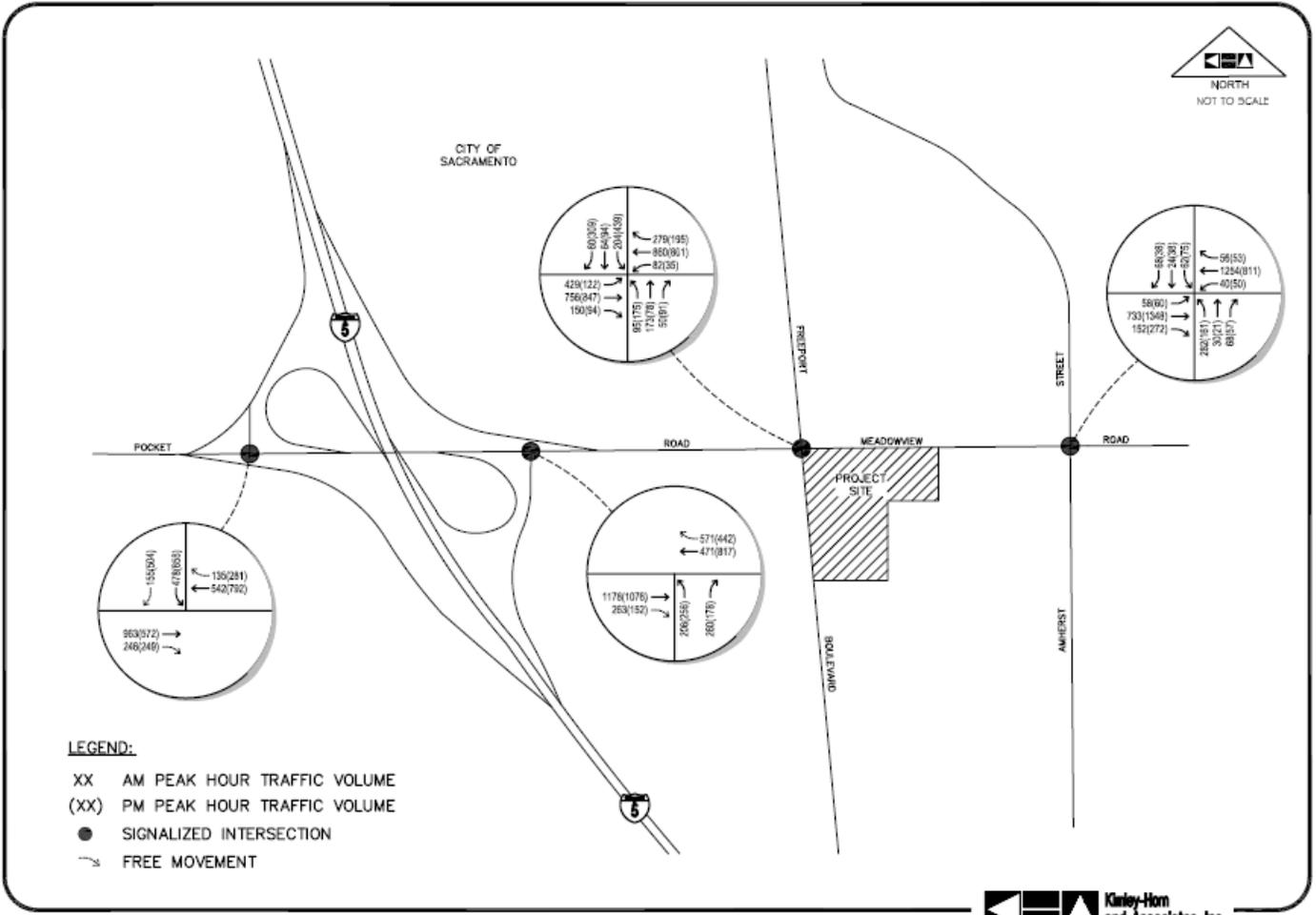


FIGURE 8  
BASELINE TRAFFIC VOLUMES

### Roadway Segments

Baseline Freeport Boulevard roadway segment levels of service are presented in Table 12.

**Table 12 – Baseline Roadway Segment Levels of Service**

Location	# Lanes	ADT (veh/day)	LOS
Freeport Blvd., South of Meadowview Rd.	2	6,029	A

As indicated in Table 12, the Freeport Boulevard roadway segment south of the project site operates at LOS A. Analysis worksheets for this scenario are provided in Appendix B.

### Freeway Mainline Segments

Table 13 presents the Baseline levels of services for the I-5 freeway segments in the vicinity of Pocket Road.

**Table 13 – Baseline Freeway Mainline Levels of Service**

Location	AM Peak-Hour		PM Peak-Hour	
	Flow Rate (pc/h/ln)	LOS	Flow Rate (pc/h/ln)	LOS
I-5 NB, North of Pocket Road	2,249	E	1,397	C
I-5 SB, North of Pocket Road	969	B	2,352	E
I-5 NB, South of Pocket Road	2,115	D	1,332	C
I-5 SB, South of Pocket Road	871	B	2,120	D

As indicated in Table 13, the I-5 freeway segments operate from LOS B to LOS E during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix B.

### Freeway Merge/Diverge Segments

Baseline I-5 freeway ramp junction levels of services are presented in Table 14.

**Table 14 – Baseline Freeway Ramp Junction Levels of Service**

Location	Junction Type	AM Peak-Hour		PM Peak-Hour	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
EB Pocket Rd. to NB I-5 (loop ramp)	Merge	<b>35.8</b>	<b>F</b>	22.8	C
WB Pocket Rd. to NB I-5 (slip ramp)	Merge	<b>38.4</b>	<b>F</b>	25.2	C
WB Pocket Rd. to SB I-5 (loop ramp)	Merge	15.2	B	34.1	D
EB Pocket Rd. to SB I-5 (slip ramp)	Merge	16.1	B	33.9	D
NB I-5 to Pocket Rd./Meadowview Rd.	Diverge	33.7	D	23.6	C
SB I-5 to Pocket Rd.	Diverge	18.6	B	<b>37.4</b>	<b>F</b>

Note: Unacceptable LOS shown in **bold**.

As indicated in Table 14, the I-5 freeway ramp junctions operate from LOS A to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix B.

**Freeway Ramp Segments**

Results of the freeway ramp intersection queuing evaluation are presented in Table 15.

**Table 15 – Baseline Freeway Ramp Intersection Queuing Evaluation Results**

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 <sup>th</sup> % Queue (ft)	Available Storage (ft)	95 <sup>th</sup> % Queue (ft)
Pocket Road @ I-5 SB Ramps	SBLT				
	Baseline	200 <sup>+</sup>	95	200 <sup>+</sup>	125
Pocket Road @ I-5 NB Ramps	NBLT/RT				
	Baseline	<500 <sup>++</sup>	107	<500 <sup>++</sup>	130

Source: *Highway Capacity Manual (HCM) 2000* methodology per Synchro<sup>®</sup> v6.  
<sup>+</sup> SBLT queue in excess of 200 feet may block access to SBRT lane.  
<sup>++</sup> Shared NBLT/RT has storage equal to ramp segment distance.

As presented in Table 15, both intersection approaches have adequate storage capacity to accommodate the anticipated vehicle queuing during the AM and PM peak-hours for this analysis scenario. Analysis worksheets for this scenario are provided in Appendix B.

**BASELINE PLUS PROPOSED PROJECT CONDITIONS**

Traffic associated with the proposed project was added to the Baseline traffic volumes to establish the Baseline plus Proposed Project traffic conditions. Traffic volumes for this scenario are presented in Figure 9.

**Intersections**

Table 16 presents the Baseline and Baseline plus Proposed Project peak-hour operating conditions for the study intersections.

**Table 16 – Baseline and Baseline plus Proposed Project Intersection Levels of Service**

#	Intersection	Traffic Control	Scenario	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	Pocket Road @ I-5 Southbound Ramps	Signal	Baseline	9.1	A	10.1	B
			Baseline plus Proposed Project	9.1	A	10.3	B
2	Pocket Road @ I-5 Northbound Ramps	Signal	Baseline	10.1	B	12.8	B
			Baseline plus Proposed Project	10.1	B	12.5	B
3	Meadowview Rd. @ Freeport Blvd.	Signal	Baseline	33.4	C	32.8	C
			Baseline plus Proposed Project	35.0	C	<b>38.3</b>	<b>D</b>
4	Meadowview Rd. @ Amherst St.	Signal	Baseline	28.4	C	30.1	C
			Baseline plus Proposed Project	27.8	C	30.7	C

Note: Unacceptable LOS shown in bold.

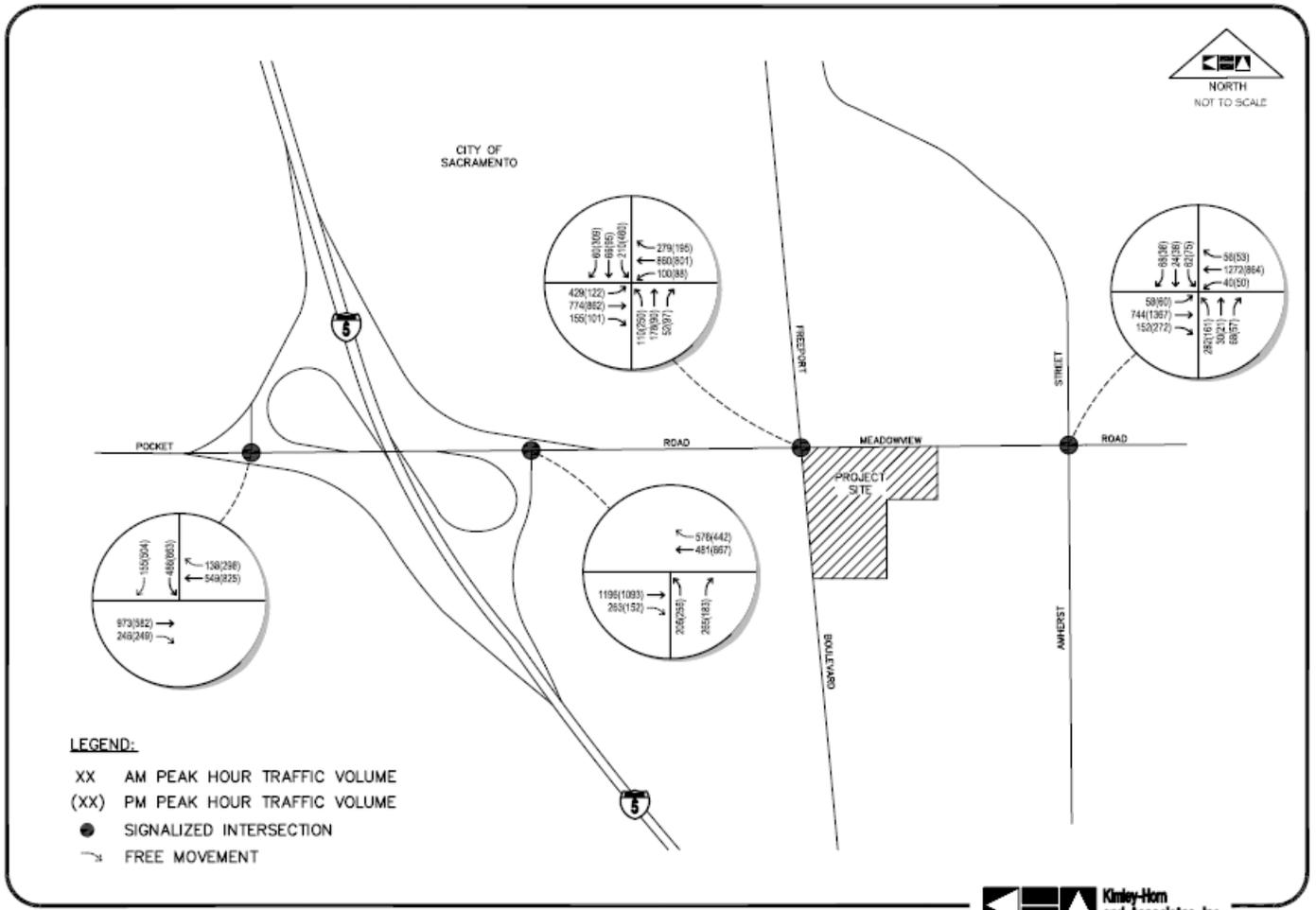


FIGURE 9  
BASELINE PLUS PROPOSED PROJECT TRAFFIC VOLUMES

As indicated in Table 16, the study intersections operate from LOS A to LOS D during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix C.

**Roadway Segments**

Freeport Boulevard roadway segment levels of service for the Baseline and Baseline plus Proposed Project conditions are presented in Table 17.

**Table 17 – Baseline and Baseline plus Proposed Project Roadway Segment Levels of Service**

Location	# Lanes	Scenario	ADT (veh/day)	LOS
Freeport Blvd., Meadowview Rd. to Project Site	4	Baseline	8,124	A
		Baseline plus Proposed Project	10,219	A
Freeport Blvd., South of Project Site	2	Baseline	6,029	A
		Baseline plus Proposed Project	6,204	A

As indicated in Table 17, the Freeport Boulevard roadway segments operate at LOS A. Analysis worksheets for this scenario are provided in Appendix C.

**Freeway Mainline Segments**

Table 18 presents the Baseline and Baseline plus Proposed Project levels of services for the I-5 freeway segments in the vicinity of Pocket Road.

**Table 18 – Baseline and Baseline plus Proposed Project Freeway Mainline Levels of Service**

Location	Scenario	AM Peak-Hour		PM Peak-Hour	
		Flow Rate (pc/h/ln)	LOS	Flow Rate (pc/h/ln)	LOS
I-5 NB, North of Pocket Road	Baseline	2,249	E	1,397	C
	Baseline plus Proposed Project	2,251	E	1,407	C
I-5 SB, North of Pocket Road	Baseline	969	B	2,352	E
	Baseline plus Proposed Project	970	B	2,359	E
I-5 NB, South of Pocket Road	Baseline	2,115	D	1,332	C
	Baseline plus Proposed Project	2,115	D	1,334	C
I-5 SB, South of Pocket Road	Baseline	871	B	2,120	D
	Baseline plus Proposed Project	872	B	2,123	D

As indicated in Table 18, the I-5 freeway segments operate from LOS B to LOS E during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix C.

### Freeway Merge/Diverge Segments

I-5 freeway ramp junction levels of services for Baseline and Baseline plus Proposed Project conditions are presented in Table 19.

**Table 19 – Baseline and Baseline plus Proposed Project Freeway Ramp Junction Levels of Service**

Location	Junction Type	Scenario	AM Peak-Hour		PM Peak-Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
EB Pocket Rd. to NB I-5 (loop ramp)	Merge	Baseline	35.8	F	22.8	C
		Baseline plus Proposed Project	35.8	F	22.8	C
WB Pocket Rd. to NB I-5 (slip ramp)	Merge	Baseline	38.4	F	25.2	C
		Baseline plus Proposed Project	38.4	F	25.2	C
WB Pocket Rd. to SB I-5 (loop ramp)	Merge	Baseline	15.2	B	34.1	D
		Baseline plus Proposed Project	15.2	B	34.1	D
EB Pocket Rd. to SB I-5 (slip ramp)	Merge	Baseline	16.1	B	33.9	D
		Baseline plus Proposed Project	16.1	B	33.9	D
NB I-5 to Pocket Rd./Meadowview Rd.	Diverge	Baseline	33.7	D	23.6	C
		Baseline plus Proposed Project	33.7	D	23.6	C
SB I-5 to Pocket Rd.	Diverge	Baseline	18.6	B	<b>37.4</b>	<b>F</b>
		Baseline plus Proposed Project	18.6	B	<b>37.4</b>	<b>F</b>

Note: Unacceptable LOS shown in bold.

As indicated in Table 19, the I-5 freeway ramp junctions operate from LOS B to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix C.

### Freeway Ramp Segments

Results of the freeway ramp intersection queuing evaluation are presented in Table 20.

As presented in Table 20, both intersection approaches have adequate storage capacity to accommodate the anticipated vehicle queuing during the AM and PM peak-hours for this analysis scenario. Analysis worksheets for this scenario are provided in Appendix C.

**Table 20 – Baseline and Baseline plus Proposed Project Freeway Ramp Intersection Queuing Evaluation Results**

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 <sup>th</sup> % Queue (ft)	Available Storage (ft)	95 <sup>th</sup> % Queue (ft)
Pocket Road @ I-5 SB Ramps	SBLT				
	Baseline	200 <sup>+</sup>	95	200 <sup>+</sup>	125
	Baseline plus Proposed Project		96		125
Pocket Road @ I-5 NB Ramps	NBLT/RT				
	Baseline	<500 <sup>++</sup>	107	<500 <sup>++</sup>	130
	Baseline plus Proposed Project		108		130

Source: *Highway Capacity Manual (HCM) 2000* methodology per Synchro<sup>®</sup> v6.  
<sup>+</sup> SBLT queue in excess of 200 feet may block access to SBRT lane.  
<sup>++</sup> Shared NBLT/RT has storage equal to ramp segment distance.

**CUMULATIVE (2025) CONDITIONS**

Year 2025 traffic volumes for the study facilities were obtained from the City<sup>10</sup>. Traffic volumes for this scenario are presented in Figure 10.

**Intersections**

Table 21 presents the Cumulative (2025) peak-hour operating conditions for the study intersections.

**Table 21 – Cumulative (2025) Intersection Levels of Service**

#	Intersection	Traffic Control	AM Peak-Hour		PM Peak-Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Pocket Road @ I-5 Southbound Ramps	Signal	12.4	B	11.4	B
2	Pocket Road @ I-5 Northbound Ramps	Signal	13.2	B	17.8	B
3	Meadowview Rd. @ Freeport Blvd.	Signal	<b>77.1</b>	<b>E</b>	<b>110.8</b>	<b>F</b>
4	Meadowview Rd. @ Amherst St.	Signal	<b>99.2</b>	<b>F</b>	<b>137.8</b>	<b>F</b>

Note: Unacceptable LOS shown in bold.

As indicated in Table 21, the study intersections operate from LOS B to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix D.

<sup>10</sup> *Interstate 5/Cosumnes River Boulevard Interchange Project Draft EIS/EIR*, City and County of Sacramento, February 2006.

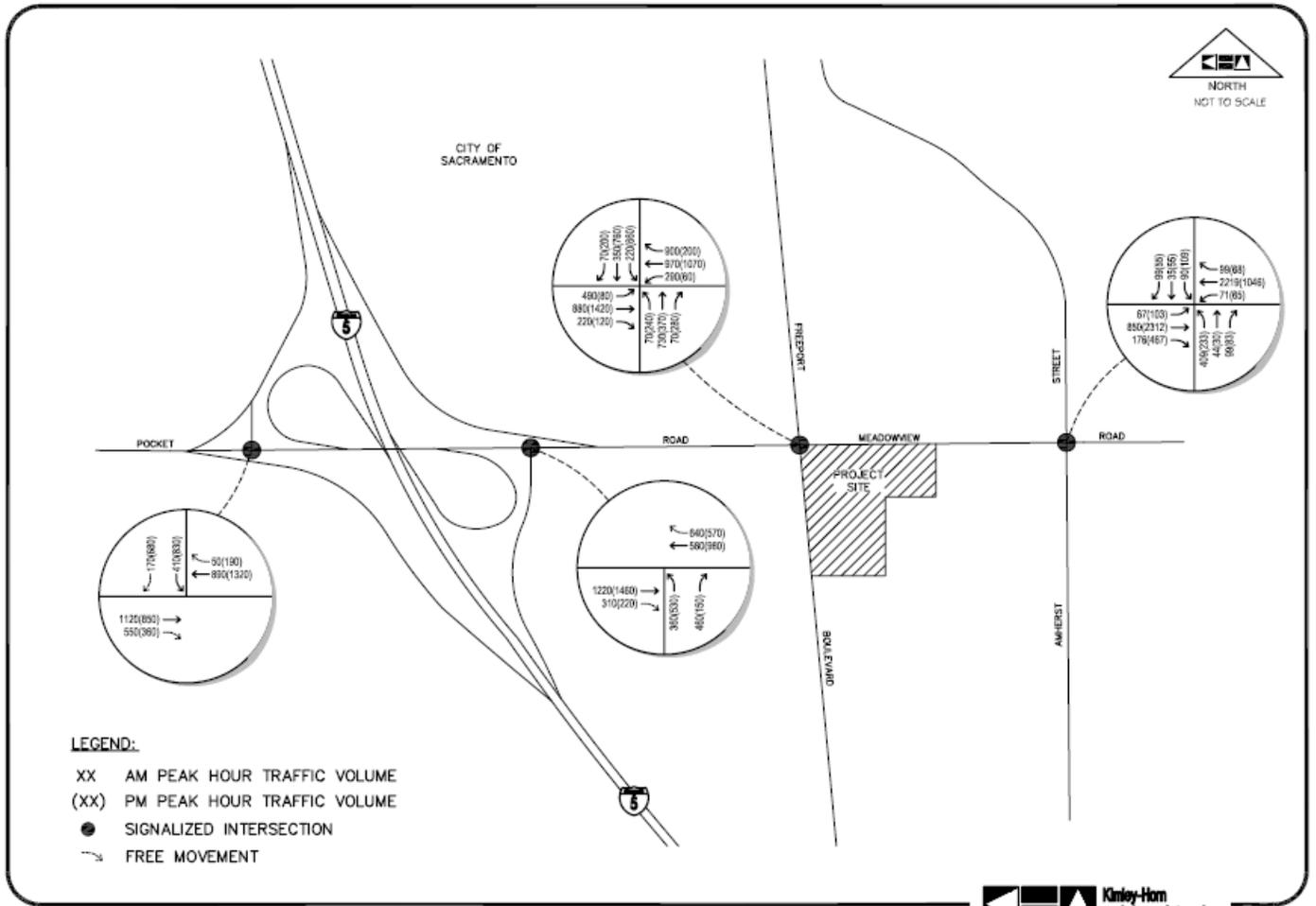


FIGURE 10  
CUMULATIVE (2025) TRAFFIC VOLUMES

FREEMARKETPLACE  
SACRAMENTO, CA

**Roadway Segments**

Freeport Boulevard roadway segment levels of service for the Cumulative (2025) conditions are presented in Table 22.

**Table 22 – Cumulative (2025) Roadway Segment Levels of Service**

Location	# Lanes	ADT (veh/day)	LOS
Freeport Blvd., South of Meadowview Rd.	2	<b>19,063</b>	<b>F</b>
Note: Unacceptable LOS shown in <b>bold</b> .			

As indicated in Table 22, the Freeport Boulevard roadway segment south of the Meadowview Road operates at LOS F.

**Freeway Mainline Segments**

Table 23 presents the Cumulative (2025) levels of services for the I-5 freeway segments in the vicinity of Pocket Road.

**Table 23 – Cumulative (2025) Freeway Mainline Levels of Service**

Location	AM Peak-Hour		PM Peak-Hour	
	Flow Rate (pc/h/ln)	LOS	Flow Rate (pc/h/ln)	LOS
I-5 NB, North of Pocket Road	<b>2,674</b>	<b>F</b>	1,906	D
I-5 SB, North of Pocket Road	1,532	C	<b>3,006</b>	<b>F</b>
I-5 NB, South of Pocket Road	<b>2,624</b>	<b>F</b>	1,864	D
I-5 SB, South of Pocket Road	1,540	C	<b>2,635</b>	<b>F</b>
Note: Unacceptable LOS shown in <b>bold</b> .				

As indicated in Table 23, the I-5 freeway segments operate from LOS C to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix D.

**Freeway Merge/Diverge Segments**

I-5 freeway ramp junction levels of services for Cumulative (2025) conditions are presented in Table 24.

As indicated in Table 24, the I-5 freeway ramp junctions operate from LOS C to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix D.

**Freeway Ramp Segments**

Results of the freeway ramp intersection queuing evaluation are presented in Table 25. As presented in Table 25, the southbound approach at the Pocket Road intersection with the I-5 Southbound Ramps was determined to have inadequate storage capacity to accommodate the anticipated vehicle queuing during the PM peak-hour.

Analysis worksheets for this scenario are provided in Appendix D.

**Table 24 – Cumulative (2025) Freeway Ramp Junction Levels of Service**

Location	Junction Type	AM Peak-Hour		PM Peak-Hour	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
EB Pocket Rd. to NB I-5 (loop ramp)	Merge	<b>42.3</b>	<b>F</b>	30.6	D
WB Pocket Rd. to NB I-5 (slip ramp)	Merge	<b>45.0</b>	<b>F</b>	33.5	D
WB Pocket Rd. to SB I-5 (loop ramp)	Merge	24.0	C	<b>40.7</b>	<b>F</b>
EB Pocket Rd. to SB I-5 (slip ramp)	Merge	28.1	D	<b>42.1</b>	<b>F</b>
NB I-5 to Pocket Rd./Meadowview Rd.	Diverge	<b>39.3</b>	<b>F</b>	31.1	D
SB I-5 to Pocket Rd.	Diverge	26.7	C	<b>43.5</b>	<b>F</b>

Note: Unacceptable LOS shown in bold.

**Table 25 – Cumulative (2025) Freeway Ramp Intersection Queuing Evaluation Results**

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 <sup>th</sup> % Queue (ft)	Available Storage (ft)	95 <sup>th</sup> % Queue (ft)
Pocket Road @ I-5 SB Ramps	SBLT				
	Cumulative	200 <sup>+</sup>	132	200 <sup>+</sup>	<b>243</b>
Pocket Road @ I-5 NB Ramps	NBLT/RT				
	Cumulative	<500 <sup>++</sup>	269	<500 <sup>++</sup>	417

Source: *Highway Capacity Manual (HCM) 2000* methodology per Synchro<sup>®</sup> v6.  
<sup>+</sup> SBLT queue in excess of 200 feet may block access to SBRT lane.  
<sup>++</sup> Shared NBLT/RT has storage equal to ramp segment distance.

### CUMULATIVE (2025) PLUS PROPOSED PROJECT CONDITIONS

Traffic associated with the proposed project was added to the Cumulative (2025) traffic volumes to establish the Cumulative (2025) plus Proposed Project traffic conditions. Traffic volumes for this scenario are presented in Figure 11.

#### Intersections

Table 26 presents the Cumulative (2025) and Cumulative (2025) plus Proposed Project peak-hour operating conditions for the study intersections.

As indicated in Table 26, the study intersections operate from LOS B to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix E.

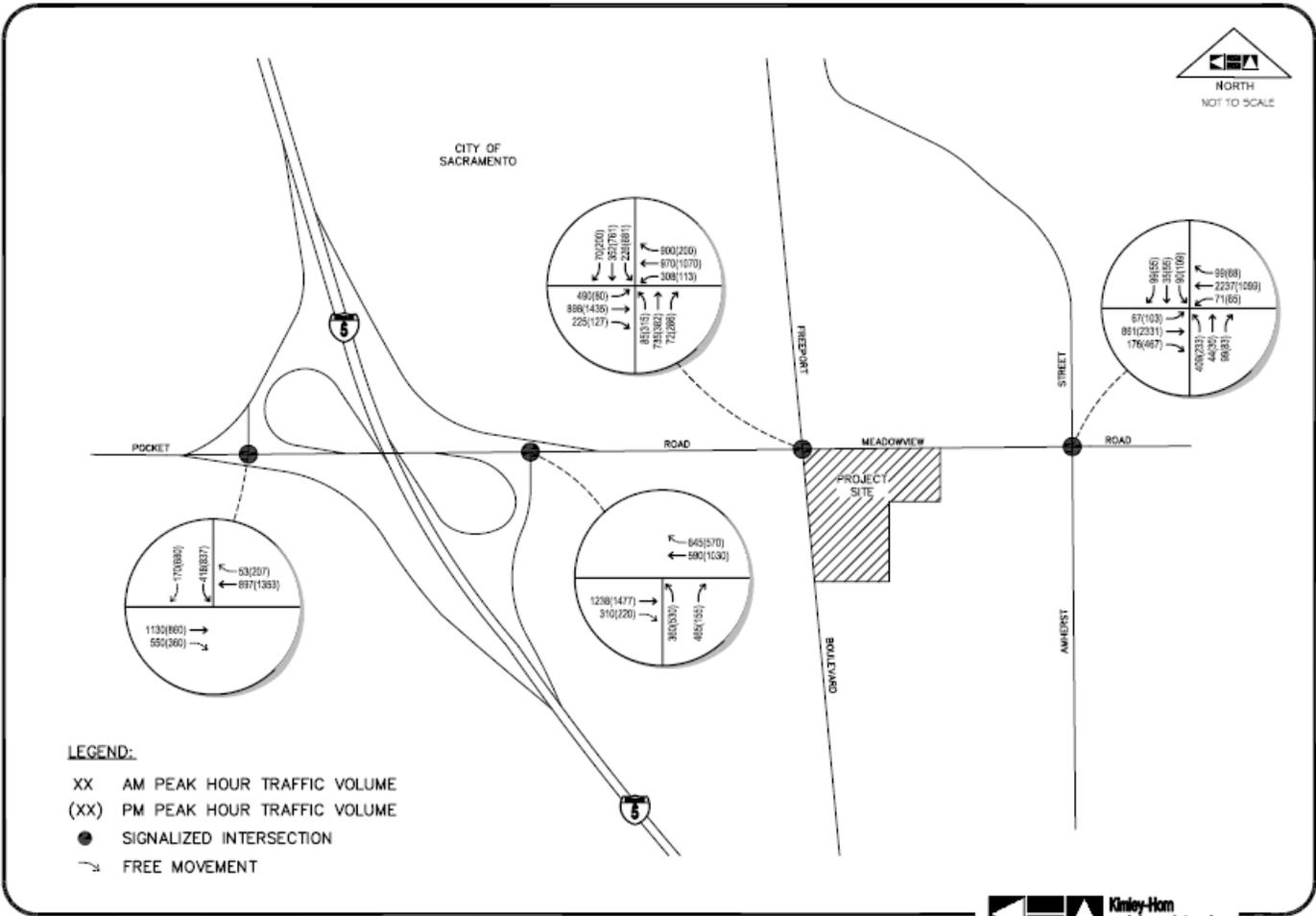


FIGURE 11  
CUMULATIVE (2025) PLUS PROPOSED PROJECT TRAFFIC VOLUMES



**Table 26 – Cumulative (2025) and Cumulative (2025) plus Proposed Project Intersection Levels of Service**

#	Intersection	Traffic Control	Scenario	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	Pocket Road @ I-5 Southbound Ramps	Signal	Cumulative	12.4	B	11.4	B
			Cumulative plus Proposed Project	14.8	B	12.4	B
2	Pocket Road @ I-5 Northbound Ramps	Signal	Cumulative	13.2	B	17.8	B
			Cumulative plus Proposed Project	15.9	B	21.8	C
3	Meadowview Rd. @ Freeport Blvd.	Signal	Cumulative	77.1	<b>E</b>	<b>110.8</b>	<b>F</b>
			Cumulative plus Proposed Project	<b>80.2</b>	<b>F</b>	<b>133.3</b>	<b>F</b>
4	Meadowview Rd. @ Amherst St.	Signal	Cumulative	99.2	<b>F</b>	<b>137.8</b>	<b>F</b>
			Cumulative plus Proposed Project	<b>101.5</b>	<b>F</b>	<b>139.1</b>	<b>F</b>

Note: Unacceptable LOS shown in **bold**.

**Roadway Segments**

Freeport Boulevard roadway segment levels of service for the Cumulative (2025) and Cumulative (2025) plus Proposed Project conditions are presented in Table 27.

**Table 27 – Cumulative (2025) and Cumulative (2025) plus Proposed Project Roadway Segment Levels of Service**

Location	# Lanes	Scenario	ADT (veh/day)	LOS
Freeport Blvd., Meadowview Rd. to Project Site	4	Cumulative	21,158	A
		Cumulative plus Proposed Project	23,253	A
Freeport Blvd., South of Project Site	2	Cumulative	<b>19,063</b>	<b>F</b>
		Cumulative plus Proposed Project	<b>19,238</b>	<b>F</b>

Note: Unacceptable LOS shown in **bold**.

As indicated in Table 27, the Freeport Boulevard roadway segments operate at LOS A. Analysis worksheets for this scenario are provided in Appendix E.

**Freeway Mainline Segments**

Table 28 presents the Cumulative (2025) and Cumulative (2025) plus Proposed Project levels of services for the I-5 freeway segments in the vicinity of Pocket Road.

**Table 28 – Cumulative (2025) and Cumulative (2025) plus Proposed Project Freeway Mainline Levels of Service**

Location	Scenario	AM Peak-Hour		PM Peak-Hour	
		Flow Rate (pc/h/ln)	LOS	Flow Rate (pc/h/ln)	LOS
I-5 NB, North of Pocket Road	Cumulative	2,674	F	1,906	D
	Cumulative plus Proposed Project	2,676	F	1,916	D
I-5 SB, North of Pocket Road	Cumulative	1,532	C	<b>3,006</b>	<b>F</b>
	Cumulative plus Proposed Project	1,533	C	<b>3,012</b>	<b>F</b>
I-5 NB, South of Pocket Road	Cumulative	2,624	F	1,864	D
	Cumulative plus Proposed Project	2,626	F	1,866	D
I-5 SB, South of Pocket Road	Cumulative	1,540	C	<b>2,635</b>	<b>F</b>
	Cumulative plus Proposed Project	1,541	C	<b>2,642</b>	<b>F</b>

Note: Unacceptable LOS shown in bold.

As indicated in Table 28, the I-5 freeway segments operate from LOS C to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix E.

**Freeway Merge/Diverge Segments**

I-5 freeway ramp junction levels of services for Cumulative (2025) and Cumulative (2025) plus Proposed Project conditions are presented in Table 29.

As indicated in Table 29, the I-5 freeway ramp junctions operate from LOS C to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix E.

**Freeway Ramp Segments**

Results of the freeway ramp intersection queuing evaluation are presented in Table 30.

As presented in Table 30, the southbound approach at the Pocket Road intersection with the I-5 Southbound Ramps was determined to have inadequate storage capacity to accommodate the anticipated vehicle queuing during the PM peak-hour (without the proposed project). At most, the addition of the proposed project adds approximately 1 additional vehicle to the 95<sup>th</sup> percentile queues at this intersection. Analysis worksheets for this scenario are provided in Appendix E.

**Table 29 – Cumulative (2025) and Cumulative (2025) plus Proposed Project Freeway Ramp Junction Levels of Service**

Location	Junction Type	Scenario	AM Peak-Hour		PM Peak-Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
EB Pocket Rd. to NB I-5 (loop ramp)	Merge	Cumulative	42.3	F	30.6	D
		Cumulative plus Proposed Project	42.3	F	30.6	D
WB Pocket Rd. to NB I-5 (slip ramp)	Merge	Cumulative	45.0	F	33.5	D
		Cumulative plus Proposed Project	45.0	F	33.5	D
WB Pocket Rd. to SB I-5 (loop ramp)	Merge	Cumulative	24.0	C	<b>40.7</b>	<b>F</b>
		Cumulative plus Proposed Project	24.0	C	<b>40.7</b>	<b>F</b>
EB Pocket Rd. to SB I-5 (slip ramp)	Merge	Cumulative	28.1	D	<b>42.1</b>	<b>F</b>
		Cumulative plus Proposed Project	28.1	D	<b>42.1</b>	<b>F</b>
NB I-5 to Pocket Rd./Meadowview Rd.	Diverge	Cumulative	39.3	F	31.1	D
		Cumulative plus Proposed Project	39.3	F	31.1	D
SB I-5 to Pocket Rd.	Diverge	Cumulative	26.7	C	<b>43.5</b>	<b>F</b>
		Cumulative plus Proposed Project	26.7	C	<b>43.6</b>	<b>F</b>

Note: Unacceptable LOS shown in bold.

**Table 30 – Cumulative (2025) and Cumulative (2025) plus Proposed Project Freeway Ramp Intersection Queuing Evaluation Results**

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 <sup>th</sup> % Queue (ft)	Available Storage (ft)	95 <sup>th</sup> % Queue (ft)
<b>Pocket Road @ I-5 SB Ramps</b>	<b>SBLT</b>				
Cumulative		200 <sup>+</sup>	132	200 <sup>+</sup>	243
Cumulative plus Proposed Project			115		246
<b>Pocket Road @ I-5 NB Ramps</b>	<b>NBLT/RT</b>				
Cumulative		<500 <sup>++</sup>	269	<500 <sup>++</sup>	417
Cumulative plus Proposed Project			272		417

Source: *Highway Capacity Manual (HCM) 2000* methodology per Synchro<sup>®</sup> v6.  
<sup>+</sup> SBLT queue in excess of 200 feet may block access to SBRT lane.  
<sup>++</sup> Shared NBLT/RT has storage equal to ramp segment distance.

## IMPACTS AND MITIGATION

### Regulatory Provisions

The *City of Sacramento General Plan* (January 1988) outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The *General Plan* includes three overall transportation goals:

- Create a safe, efficient surface transportation network for the movement of people and goods.
- Provide all citizens in all communities of the City with access to a transportation network that serves both the City and region, either by personal vehicle or transit. Make a special effort to maximize alternatives to single-occupant vehicle use, such as public transit.
- Maintain a desirable quality of life, including good air quality, while supporting planned land use and population growth.

The *General Plan* (Streets and Roads, Goal D) identifies Level of Service (LOS) "C" or better as the overall traffic operational goal for the City's local and major street systems.

Project impacts were determined by comparing conditions without the proposed project to those with the project. The City<sup>11</sup> and Caltrans have defined specific thresholds for establishing significant environmental impacts. The proposed project would have a significant impact with regard to traffic and circulation if it would:

- *Intersections*
  - Cause the LOS of the intersections to degrade from LOS A, B, or C to LOS D, E, or F, or
  - For intersections that are already operating at LOS D, E, or F without the project, increase the average delay by 5 seconds or more at an intersection.
- *Bicycle Facilities*
  - Eliminate or adversely affect an existing bikeway facility in a way that discourages the bikeway use.
  - Interfere with the implementation of a proposed bikeway.
  - Result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.
- *Pedestrian Facilities*
  - Adversely affect the existing pedestrian facility or result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.
- *Transit Facilities*
  - Cause the project-generated ridership, when added to the existing or future ridership, to exceed existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.
  - Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g. removes shelter, reduces park and ride).

<sup>11</sup> *Traffic Impact Guidelines*, City of Sacramento, February 28, 1996.

- *Roadway Segments*
  - Cause the LOS of a roadway segment to degrade from LOS A, B, or C to LOS D, E, or F.
  - For roadway segments that are already operating at LOS D, E, or F without the project, increase the vehicle to capacity (v/c) ratio by 0.02 or more on a roadway.
  
- *Freeway Mainline and Merge/Diverge Segments*

According to Caltrans<sup>12</sup>, the proposed project would have a significant impact with regard to traffic and circulation if it would:

  - Cause the LOS of the I-5 freeway mainline facility to degrade from LOS A, B, C, D, or E to LOS F, or
  - Cause the LOS of a Merge/Diverge segment to decrease below that of the mainline, or
  - For facilities that are already operating at LOS F without the project, result in an increase in the Measure of Effectiveness (MOE) identified for the facility type.
  
- *Freeway Ramp Segments*

According to Caltrans, the proposed project would have a significant impact with regard to traffic and circulation if it would:

  - Cause the queuing at the ramp terminal intersections to exceed the available storage.

## Intersections

### Impacts

- *Baseline plus Proposed Project Conditions*

#### Meadowview Road @ Freeport Boulevard

As shown in Table 16, the addition of the project causes the intersection to change from LOS C to LOS D during the PM peak-hour. ***This is a significant impact.***

- *Cumulative (2025) plus Proposed Project Conditions*

#### Meadowview Road @ Freeport Boulevard

As shown in Table 26, the addition of the intersection operates at LOS F during the PM peak-hour without the project and the project increases the average delay by five seconds or more. ***This is a significant impact.***

### Mitigations

- *Baseline plus Proposed Project Conditions*

#### Meadowview Road @ Freeport Boulevard

The significant impact at this intersection during the PM peak-hour can be mitigated with the addition of a dedicated right-turn lane on the northbound approach. The northbound approach at the intersection of Meadowview Road at Freeport Boulevard would then include one left-turn lane, two through lanes, and one right-turn lane. As shown in Table 31, the addition of the right-turn lane results in LOS D during the PM peak-hour while minimizing the increase in average delay to less than 5 seconds. Therefore, ***this impact is less than significant.***

<sup>12</sup> *Guide for the Preparation of Traffic Impact Studies*, Caltrans, December 2002.

**Table 31 – Meadowview Rd. @ Freeport Blvd. Mitigation - Baseline plus Proposed Project (PM Peak-Hour)**

Intersection	Baseline plus Proposed Project			Baseline plus Proposed Project (Mitigated)		
	Traffic Control	Delay* (seconds)	LOS	Traffic Control	Delay* (seconds)	LOS
Meadowview Rd. @ Freeport Blvd.	Signal	38.3	D	Signal	36.0	D

- *Cumulative (2025) plus Proposed Project Conditions*

Meadowview Road @ Freeport Boulevard

The significant impact at this intersection during the AM and PM peak-hours can be mitigated with the addition of a dedicated right-turn lane on the northbound approach. The northbound approach at the intersection of Meadowview Road at Freeport Boulevard would then include one left-turn lane, two through lanes, and one right-turn lane. As shown in Table 32, the addition of the right-turn lane results in LOS E and F during the AM and PM peak-hours, respectively, while reducing the average delay to below Cumulative conditions. Therefore, *this impact is less than significant.*

**Table 32 – Meadowview Rd. @ Freeport Blvd. Mitigation - Cumulative (2025) plus Proposed Project**

Intersection	Time Period	Cumulative plus Proposed Project			Cumulative plus Proposed Project (Mitigated)		
		Traffic Control	Delay* (seconds)	LOS	Traffic Control	Delay* (seconds)	LOS
Meadowview Rd. @ Freeport Blvd.	AM	Signal	80.2	F	Signal	66.3	E
	PM		133.3	F		110.2	F

Detailed results of these mitigated conditions are presented in Appendix F.

**Bicycle Facilities**

*Impacts*

The proposed project will not eliminate or adversely affect existing bicycle facilities in the immediate vicinity of the project site, or interfere with planned bikeways as identified in the *2010 Sacramento City and County Bikeway Master Plan*. It is anticipated that the project will be required to provide right-of-way for on-street bikeways. Furthermore, the project is not anticipated to result in unsafe conditions for bicyclists. As such, the project’s impacts to bicycle facilities are considered to be *less than significant.*

*Mitigations*

No mitigation is required.

**Pedestrian Facilities**

*Impacts*

The proposed project is not anticipated to adversely affect the existing pedestrian facility or result in unsafe conditions for pedestrians. It is anticipated that the project will be required to add curb, gutter, and sidewalk, thus enhancing pedestrian facilities. As such, the project’s impacts to pedestrian facilities are considered to be *less than significant.*

*Mitigations*

No mitigation is required.

**Transit Facilities**

*Impacts*

The proposed project is not anticipated to result in existing or future transit ridership exceeding existing and/or planned system capacity. Furthermore, transit trips are expected to be minimal and the project is not anticipated to adversely affect the transit system operations or facilities in a way that discourages ridership. As such, the project's impacts to transit facilities are considered to be *less than significant*.

*Mitigations*

No mitigation is required.

**Roadway Segments**

*Impacts*

As shown in Table 27, the roadway segment of Freeport Boulevard south of the proposed project operates at LOS F without the project. However, due to the fact that the addition of the project trips to either peak-hour does not cause an increase in v/c of 0.02 or greater, the project's impacts to roadway segments are considered to be *less than significant*.

*Mitigations*

No mitigation is required.

**Freeway Mainline Segments**

*Impacts*

- *Cumulative (2025) plus Proposed Project Conditions*  
As shown in Table 28, each of the four I-5 freeway segments operate at LOS F during either the AM or PM peak-hour without the project. However, the freeway mainline segment analysis suggests that the project trips being added to the freeway spread over the peak hour time frame, and spread over 3 lanes on the freeway. These results are interpreted as representing a nominal change in flow rate and further suggests that the project has an immeasurable effect on freeway facilities. Therefore, the project's impact on freeway mainline facilities will be *less than significant*.

*Mitigations*

No mitigation is required.

**Freeway Merge/Diverge Segments**

*Impacts*

- *Cumulative (2025) plus Proposed Project Conditions*  
As shown in Table 29, all of the freeway ramp junctions operate at LOS F during the either AM or PM peak-hours without the project. However, only the southbound I-5 freeway diverge to Pocket Road experiences a numeric increase in density during the PM peak-hour. Further, the freeway merge/diverge segment analysis suggests that the project trips being added to the ramp and freeway are spread over the peak hour time frame, and spread over 3 lanes on the freeway. These results are interpreted as representing a minimal change in density. This further suggests that the project has an immeasurable effect on freeway ramp junction facilities. Therefore, the project's impact on freeway merge/diverge facilities will be *less than significant*.

### Mitigations

No mitigation is required.

### Freeway Ramp Segments

#### Impacts

- *Cumulative (2025) plus Proposed Project Conditions*  
As shown in Table 30, the southbound I-5 exit ramp to Pocket Road experiences a southbound left-turn queue that exceeds the available storage during the PM peak-hour, and the project increases the queue. ***This is a significant impact.***

#### Mitigation

- *Cumulative (2025) plus Proposed Project Conditions*  
The significant impact at this intersection during the PM peak-hour can be mitigated by retiming the signal to allocate more green time to the southbound approach. This signal timing modification is anticipated to reduce the vehicle queues on the ramp. Therefore, ***this impact is less than significant.***

## OTHER CONSIDERATIONS

### Driveway Operations Evaluation

Operations at the four proposed site driveways were evaluated using methods defined in the *Highway Capacity Manual, 2000* (HCM) and appropriate traffic analysis software. The results of this evaluation are presented in Table 33.

As indicated in Table 33, vehicle queuing at the four site driveways is anticipated to be less than 50 feet. For the purposes of this evaluation, a southbound left-turn lane into the site and a two-way left-turn lane (TWLTL) along Freeport Boulevard south of the site were evaluated. When combined with the anticipated weekday peak-hour traffic from the adjacent Antioch Progressive Church, the southern Freeport Boulevard site driveway is anticipated to provide adequate vehicle storage.

The adjacent mainline volumes along Freeport Boulevard and Meadowview Road, along with the anticipated site generated trips, warrant consideration of deceleration lanes at the site driveways. In the absence of deceleration lanes, driveway throat depths should be at least 50 feet and/or median islands should be constructed to improve operations and increase safety at the first parking aisle.

Analysis worksheets for this scenario are provided in Appendix G.

### Access, On-site Circulation, and Parking Evaluation

The site plan for the proposed project was reviewed for general access and on-site circulation for vehicles, pedestrians, and bicycles. According to the site plan, vehicular access to the site will be provided via four driveways: two right-in, right-out driveways along Meadowview Road, and one right-in, right-out and one full access driveway along Freeport Boulevard. As such, the proposed project site has adequate access from Meadowview Road and Freeport Boulevard.

On-site vehicular circulation is proposed to be accommodated by two primary internal circulation roadways. These roadways are proposed to accommodate two-way traffic and provide access to a majority of the project site. Internal pedestrian circulation is proposed to be accomplished with sidewalks and contrasting pedestrian crosswalks connecting on-site uses and connecting the project site with adjacent facilities along Meadowview Road and Freeport Boulevard. On-site bicycle circulation is anticipated to be provided by the internal circulation roadways. Pedestrian access should be considered from Freeport Boulevard similar to the three pedestrian sidewalk facilities that are proposed for the project's Meadowview Road frontage unless sidewalks will not be provided along Freeport Boulevard.

Table 33 – Driveway Operations Evaluation Results

Site Driveway Location / Analysis Scenario	Access Type <sup>+</sup>	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 <sup>th</sup> % Queue (ft)	Available Storage (ft)	95 <sup>th</sup> % Queue (ft)
<b>Meadowview Road (West)</b>	<b>RI/RO</b>				
Baseline plus Proposed Project		50 <sup>++</sup>	1	50 <sup>++</sup>	9
Cumulative plus Proposed Project			1		47
<b>Meadowview Road (East)</b>	<b>RI/RO</b>				
Baseline plus Proposed Project		50 <sup>++</sup>	0	50 <sup>++</sup>	4
Cumulative plus Proposed Project			0		19
<b>Freeport Boulevard (North)</b>	<b>RI/RO</b>				
Baseline plus Proposed Project		50 <sup>++</sup>	1	50 <sup>++</sup>	8
Cumulative plus Proposed Project			2		14
<b>Freeport Boulevard (South)</b>	<b>Full<sup>†</sup></b>				
Baseline plus Proposed Project		50 <sup>++</sup>	2	50 <sup>++</sup>	8
Cumulative plus Proposed Project			4		19

<sup>+</sup> RI/RO = Right-In, Right-Out, Full = Full Access, <sup>++</sup> 50 feet assumed recommended minimum throat distance  
<sup>\*</sup> Evaluated with a Freeport Boulevard southbound left-turn into site and a two-way left-turn lane (TWLTL) south of the site.

According to the project’s planning application<sup>13</sup>, the proposed project is anticipated to provide the required 217 on-site parking spaces. No off-site parking is included as part of this project. In both cases, maneuvering vehicles could conflict with entering and/or existing vehicles.

## CONCLUSIONS

Based upon the analysis documented in this report, the following conclusions are offered:

- The proposed project is expected to generate 3,492 daily trips, including 85 AM peak-hour trips and 211 PM peak-hour trips.
- The addition of the proposed project to the Meadowview Road intersection with Freeport Boulevard during the Baseline plus Proposed Project Conditions results in a significant impact during the PM peak-hour. The addition of a right-turn lane would mitigate this impact to be *less than significant*.
- The addition of the proposed project to the Meadowview Road intersection with Freeport Boulevard during the Cumulative (2025) plus Proposed Project Conditions results in a significant impact during the AM and PM peak-hours. The addition of a right-turn lane would mitigate this impact to be *less than significant*.
- The effect of the proposed project on I-5 mainline segments in the vicinity of Pocket Road and the southbound I-5 freeway diverge to Pocket Road during the Cumulative (2025) plus Proposed Project Conditions is considered to be *less than significant*.
- The addition of the proposed project to the southbound I-5 exit ramp to Pocket Road during the Cumulative (2025) plus Proposed Project Conditions results in a significant impact. Retiming the signal to allocate more green time to the southbound approach is anticipated to reduce the vehicle queues on the ramp, which would mitigate this impact to be *less than significant*.
- The proposed project is not anticipated to adversely affect pedestrian, bicycle, or transit facilities in the vicinity of the project site.
- The proposed project driveways are anticipated to provide adequate throat depth to accommodate the anticipated vehicle queuing.
- The proposed project is anticipated to provide adequate on-site circulation, parking, and access.

<sup>13</sup> Freeport Marketplace Planning Division Application, City of Sacramento, April 5, 2006.